SUP

PROJECT ID: 1195-01-74

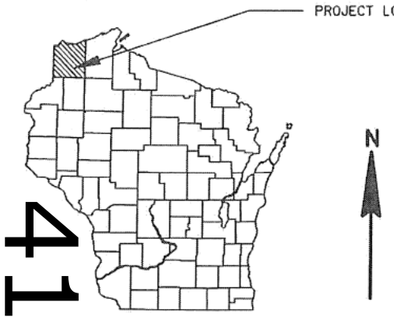
WITH:

COUNTY: DOUGLAS

MAY 2014

ORDER OF SHEETS

TOTAL SHEETS = 58



41

DESIGN DESIGNATION

A.A.D.T.	2014	=	5200
A.A.D.T.	2034	=	6670
D.H.V.		=	1100
D.D.		=	62/38
T.		=	19%
DESIGN SPEED		=	70 MPH
ESALS		=	4,920,200

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MINONG - SOLON SPRINGS

BALDWIN AVENUE INTERSECTION

USH 53

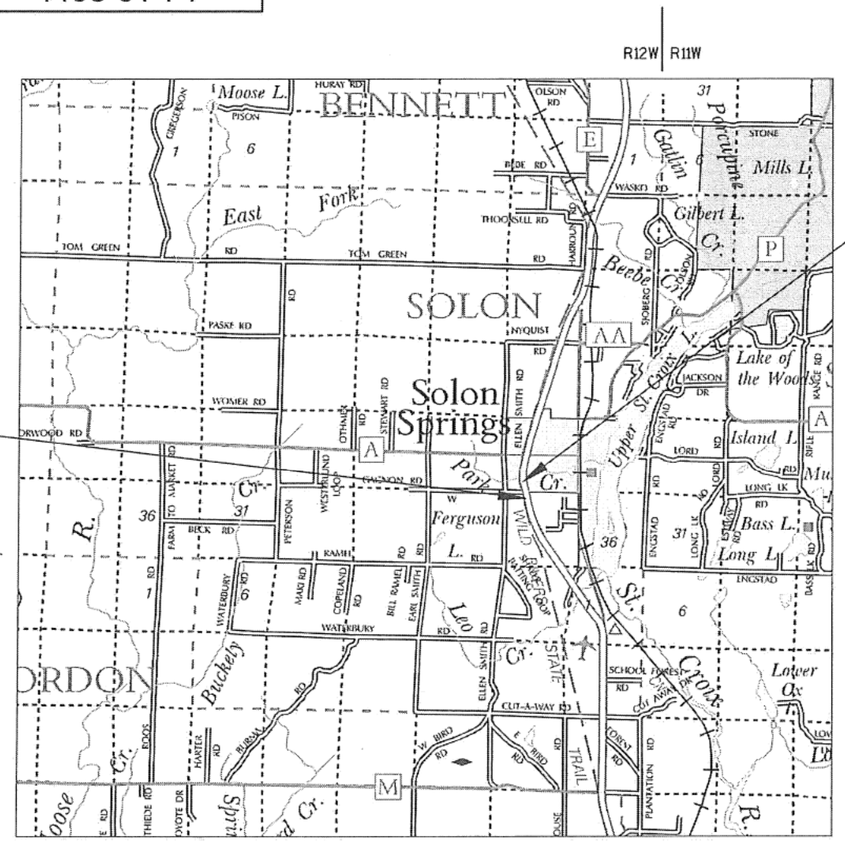
DOUGLAS COUNTY

STATE PROJECT NUMBER
1195-01-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1195-01-74	WISC 2014205	1

BEGIN PROJECT
STA. 923+27.00

END PROJECT
STA. 927+67.90



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.084

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DOUGLAS COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	FAA, INC.
Designer	FAA, INC.
Project Manager	BRENDAN DIRKES
Regional Examiner	DANIEL OJIBWAY
Regional Supervisor	ANDREW STENSLAND

APPROVED FOR THE DEPARTMENT
DATE: 1/30/14 Brendan Dirkes (Signature)

E

2

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BAH	BEARING AHEAD
BBK	BEARING BACK
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CE	COMMERCIAL ENTRANCE
CMP	CORRIGATED METAL PIPE
CONC	CONCRETE
CP	CULVERT PIPE
CP	CONTROL POINT
CPCP	CULVERT PIPE CORRUGATED POLYETHYLENE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III
CR	CREEK
CWT	HUNDREDWEIGHT
CY	CUBIC YARD
C & G	CURB AND GUTTER
D	DEGREE OF CURVE/BOX DEPTH
DHV	DESIGN HOUR VOLUME
DD	DIRECTIONAL DISTRIBUTION
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
E	EAST
EL/ELEV	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FE	FIELD ENTRANCE
FERT	FERTILIZE
FF	FACE TO FACE
FL	FLOW LINE
FO	FIBER OPTIC
FS	FULL SUPER ELEVATION
FT	FOOT
G	GRADE
HMA	HOT MIX ASPHALT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE OR PIN
K	RATE OF VERTICAL CURVATURE
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LB	POUND
LF	LINEAR FOOT
LCB	LONG CHORD BEARING
LC	LONG CHORD
LN	LANE
LT	LEFT
LN	LANE
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MI	MILE
ML	MAINLINE
N	NORTH
NC	NORMAL CROWN
NO	NUMBER
NOR	NORMAL
OBLIT	OBLITERATE
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POE	POINT OF ENDING
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVRC	POINT OF VERTICAL REVERSE CURVATURE
PVT	POINT OF VERTICAL TANGENCY
R/RAD	RADIUS
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
RR	RAILROAD
RT	RIGHT
SALV	SALVAGED
SAN S	SANITARY SEWER
S	SOUTH
SQ	SQUARE
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SE	SUPERELEVATION
T	TANGENT LENGTH
T.	TRUCKS (PERCENT OF)
TC	TOP OF CURB
T OR TN	TOWN
TLE	TEMPORARY LIMITED EASEMENT
t	TON
TYP.	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
W	WEST
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE
YD	YARD

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO USGS DATUM.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED, SEEDED AND MULCHED

BEARINGS SHOWN ON THE PLANS ARE COUNTY BEARINGS TO THE NEAREST SECOND.

THE LOCATION OF THE DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

SIGN PLATE DETAILS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" UNLESS OTHERWISE PROVIDED FOR IN THE PLAN.

CURVE DATA IS BASED ON THE ARC DEFINITION.

SEED MIXTURE NO. 20 SHALL BE USED THROUGHOUT THE PROJECT.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE COUNTY LAND SURVEYOR CONCERNING MONUMENT AND PROPERTY CORNER PRESERVATION. LANDMARK REFERENCE MONUMENTS SHALL BE PERPETUATED BY THE COUNTY SURVEYOR.

RADIUS DIMENSIONS ARE SHOWN TO FLAGLINE OF CURB & GUTTER OR EDGE OF PAVEMENT.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

USE 12.5 mm AGGREGATE IN ASPHALTIC SURFACE. PLACE ASPHALTIC SURFACE IN ONE LAYER ON CTH A, AND IN TWO LAYERS ON BALDWIN AVE.

DESIGN CONTACT

FLEMING, ANDRE & ASSOCIATES, INC.
3615 N. HASTINGS WAY
SUITE 100
EAU CLAIRE, WI. 54703-0474
ATTENTION: MATT GUNDRY
PHONE: 715-832-8400

W.D.N.R. CONTACT

DEPARTMENT OF NATURAL RESOURCES
810 W. MAPLE ST.
SPOONER, WI 54801
ATTENTION: AMY CRONK
PHONE: 715-635-4229

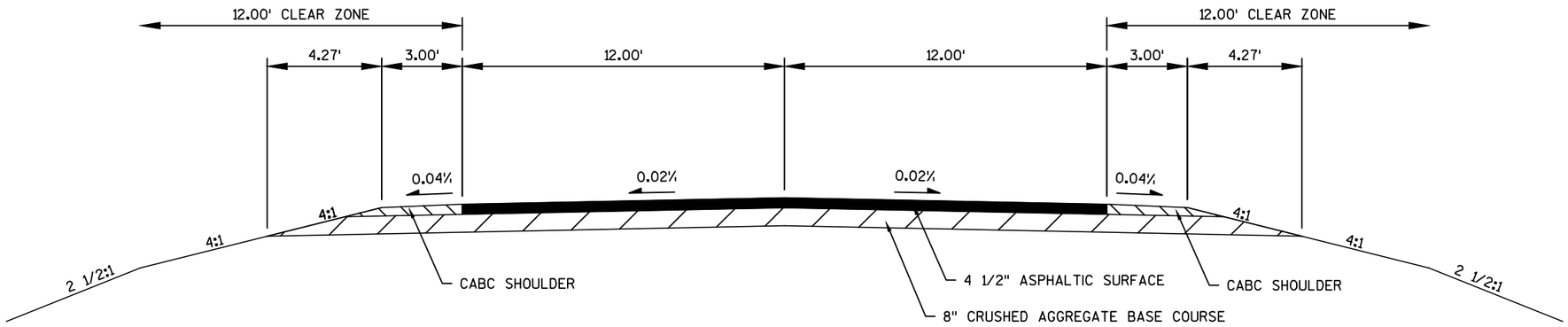
UTILITIES

CENTURY LINK
20 S WILSON AVE
RICE LAKE, WI 54868
ATTN: MONTY PARKER
PHONE: 715-234-5528

DAHLBERG LIGHT AND POWER COMPANY
9221 E MAIN
SOLON SPRINGS, WI 54873-0300
ATTN: JAMES DAHLBERG
PHONE: 715-378-2205

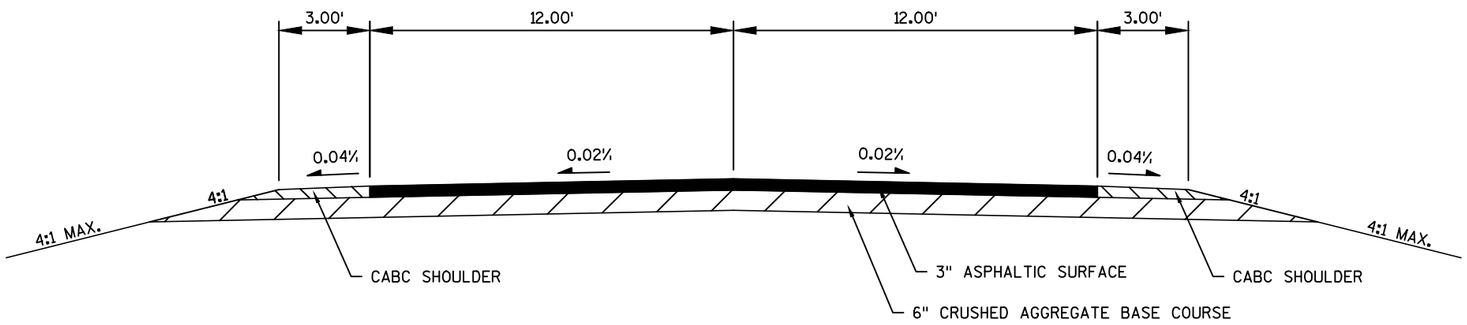
SUPERIOR WATER, LIGHT AND POWER COMPANY
2915 HILL AVE
SUPERIOR, WI 54880
ATTN: JAMISON MEHLE
PHONE: 715-394-2300

ENBRIDGE ENERGY
1500 W MAIN ST
GRIFFITH, IN 46319
ATTN: MIKE PRICE
PHONE: 219-922-7015



EXISTING TYPICAL SECTION BALDWIN AVENUE

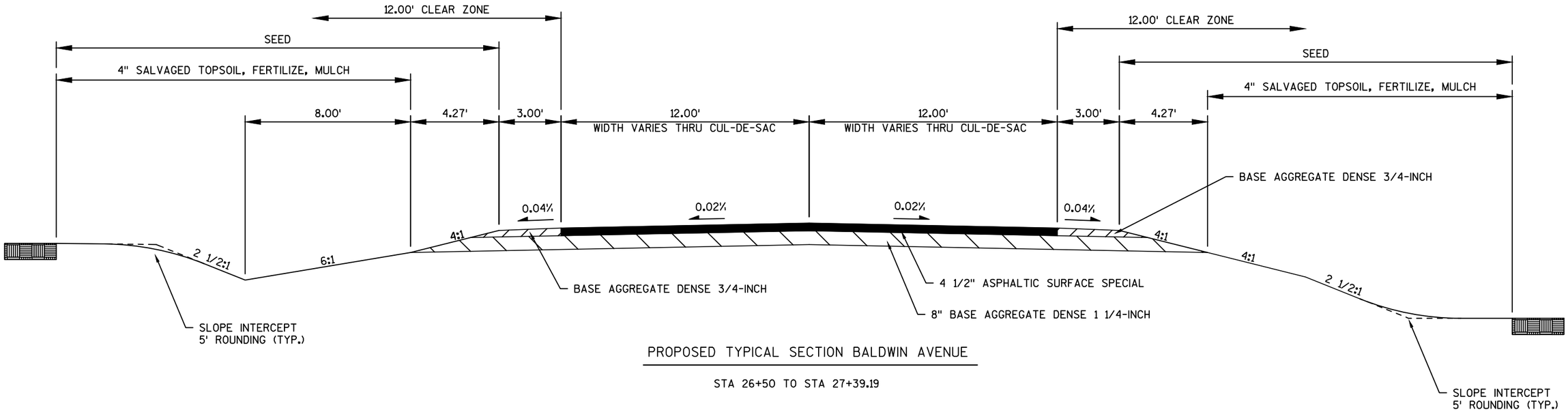
STA 26+50 TO STA 28+70



EXISTING TYPICAL SECTION CTH A

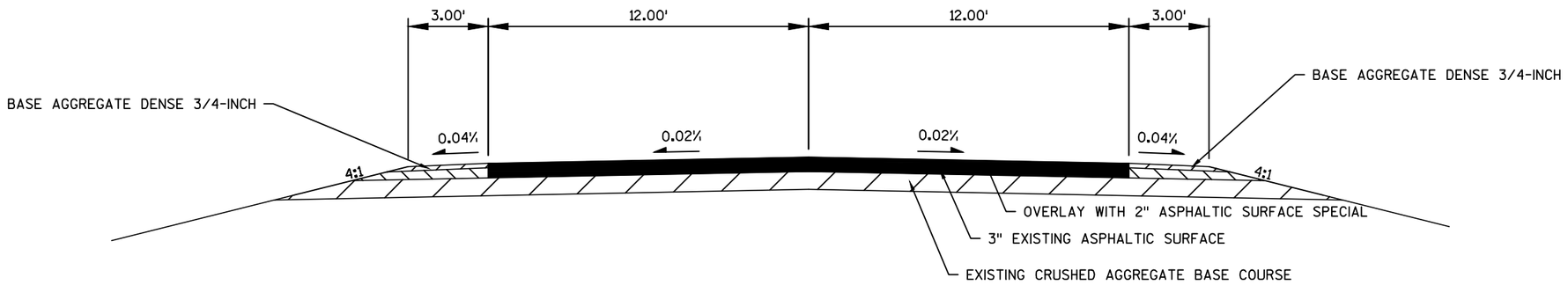
STA 49+50 TO STA 53+50

PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	PLAN: EXISTING TYPICAL SECTIONS	SHEET 3	E



PROPOSED TYPICAL SECTION BALDWIN AVENUE

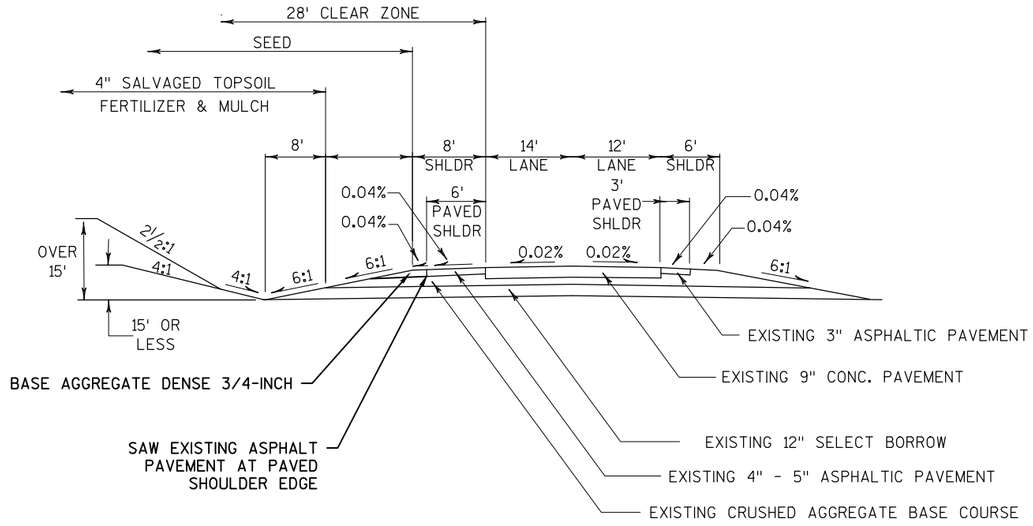
STA 26+50 TO STA 27+39.19



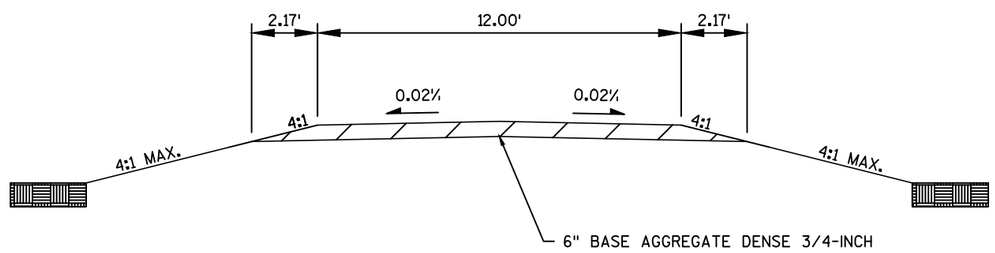
PROPOSED TYPICAL SECTION CTH A

STA 49+50 TO STA 62+50

PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	PLAN: FINISHED TYPICAL SECTIONS	SHEET 4	E

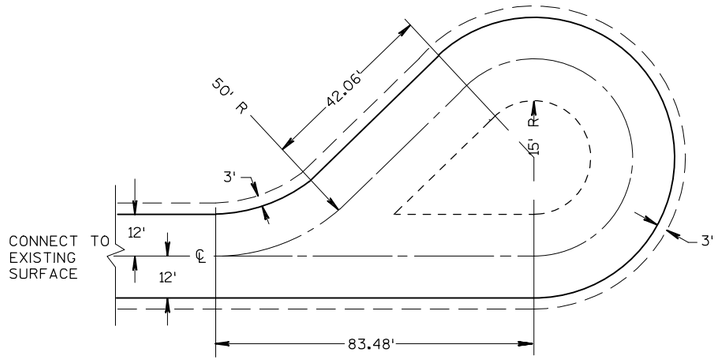


FINISHED TYPICAL SECTION USH 53 SB
STA 923+27.00 TO STA 927+67.90

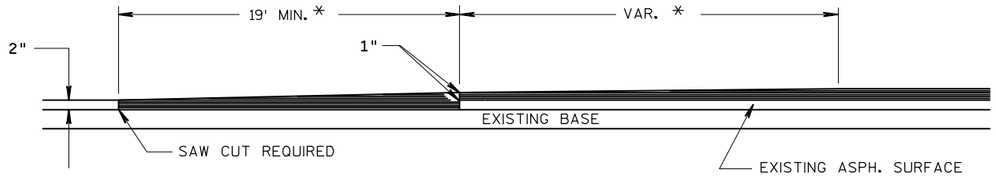


FINISHED TYPICAL SECTION
WILD RIVERS TRAIL

PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	PLAN: FINISHED TYPICAL SECTIONS	SHEET 5	E

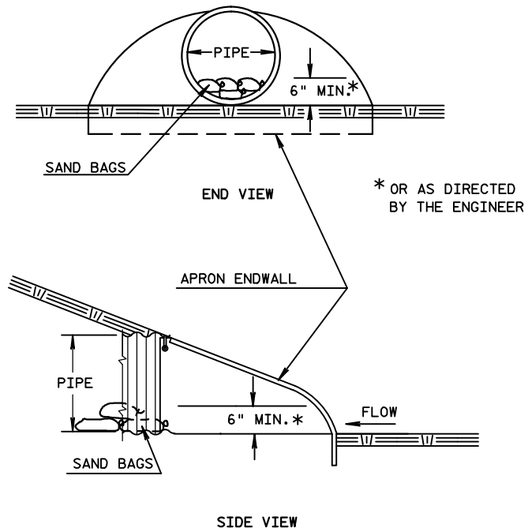


DETAIL LAYOUT OF CUL-DE-SAC

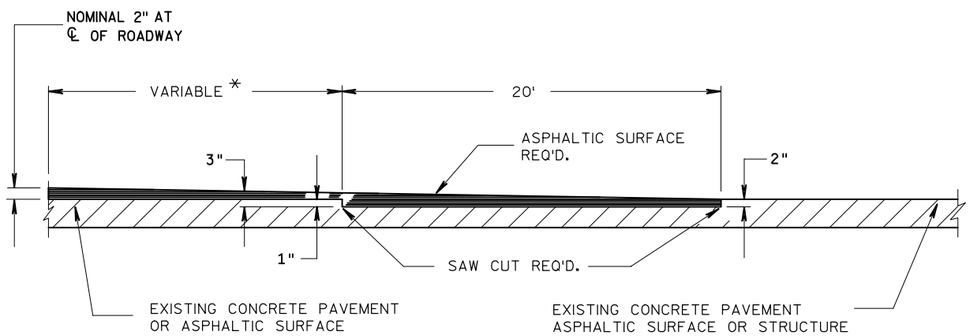


DETAIL OF MAINLINE OVERLAP BUTTED JOINT

*EXACT DIMENSIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



CULVERT PIPE CHECK



DETAIL OF BUTTED JOINT

*EXACT DIMENSIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

W. KIEFER

SIGN

916SB 918SB 920SB 922SB 924SB 926SB 928SB 930SB

USH 53

USH 53

USH 53

USH 53

E. BALDWIN AVE

2

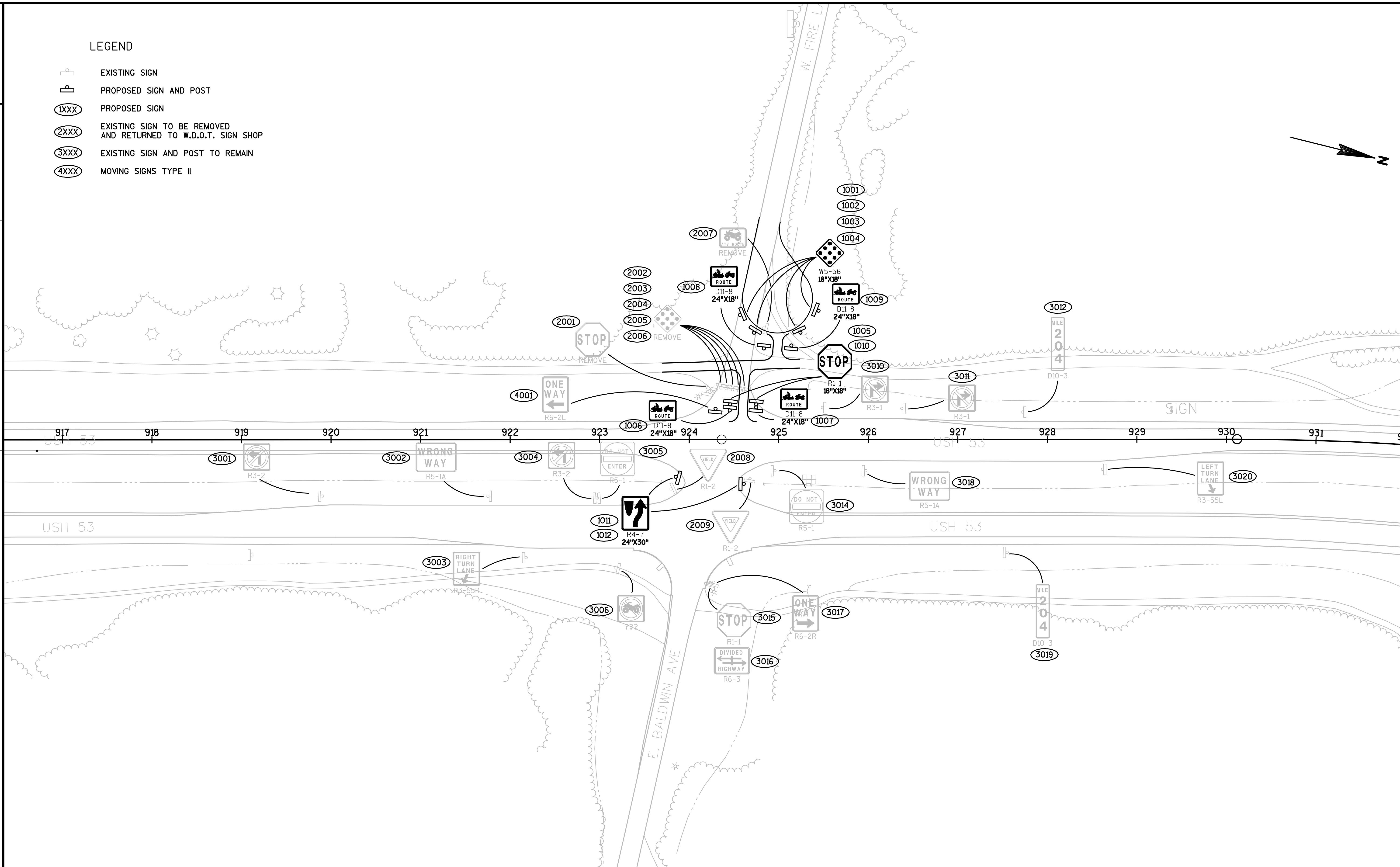
PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL	SHEET 7	E

FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\022001_EC.DWG PLOT DATE : 1/31/2014 4:40 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN
- PROPOSED SIGN AND POST
- (1XXX) PROPOSED SIGN
- (2XXX) EXISTING SIGN TO BE REMOVED AND RETURNED TO W.D.O.T. SIGN SHOP
- (3XXX) EXISTING SIGN AND POST TO REMAIN
- (4XXX) MOVING SIGNS TYPE II



W. FIRE LN
N
1001
1002
1003
1004
2007
REMOVE
W5-56
18"X18"
1008
D11-8
24"X18"
1009
D11-8
24"X18"
2002
2003
2004
2005
2006
REMOVE
2001
STOP
REMOVE
1005
1010
STOP
R1-1
18"X18"
3010
3012
MILE
2
0
4
D10-3
3011
R3-1
R3-1
4001
ONE WAY
R6-2L
1006
D11-8
24"X18"
D11-8
24"X18"
1007
SIGN
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
USH 53
3001
R3-2
3002
WRONG WAY
R5-1A
3004
R3-2
DO NOT ENTER
R5-1
3005
YIELD
R1-2
2008
3014
R5-1
WRONG WAY
R5-1A
3018
LEFT TURN LANE
R3-55L
3020
1011
1012
R4-7
24"X30"
2009
R1-2
USH 53
USH 53
3003
RIGHT TURN LANE
R3-55R
3006
???
STOP
R1-1
3015
ONE WAY
R6-2R
3017
DIVIDED HIGHWAY
R6-3
3016
MILE
2
0
4
D10-3
3019
E. BALDWIN AVE

PROJECT NO:1195-01-74	HWY:USH 53	COUNTY:DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\023201_PS.DWG PLOT DATE : 1/31/2014 4:41 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

REMOVING PAVEMENT MARKINGS
(TAPER)

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINES)

REMOVING PAVEMENT MARKINGS
(TAPER)

W. FIRE LA

SIGN

920

925

930

USH 53

USH 53

USH 53

USH 53

REMOVING PAVEMENT MARKINGS
(8" WHITE LANE LINES)

REMOVING PAVEMENT MARKINGS
(8" WHITE LANE LINES)

PAVEMENT MARKING EPOXY 4-INCH
(YELLOW EDGE LINES)

REMOVING PAVEMENT MARKINGS
(TAPER)

E. BALDWIN AVE

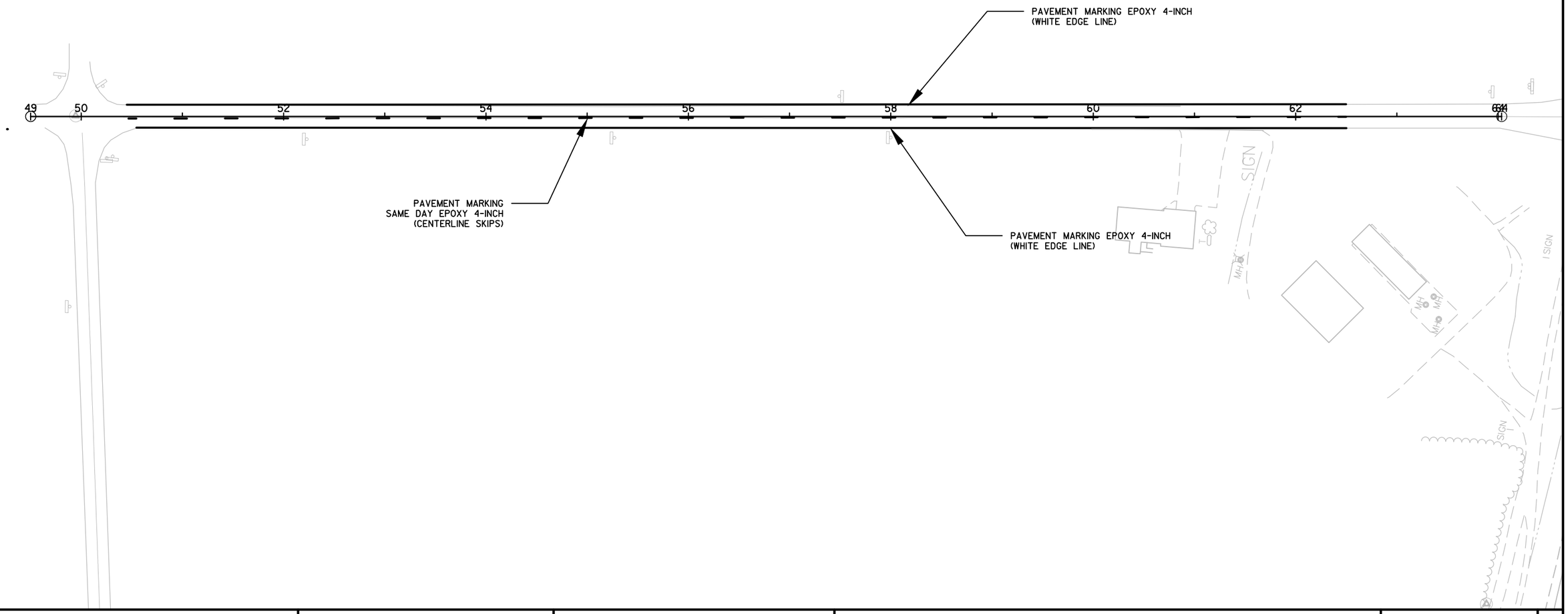
PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET	E

FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\024501_PM.DWG PLOT DATE : 1/31/2014 4:41 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

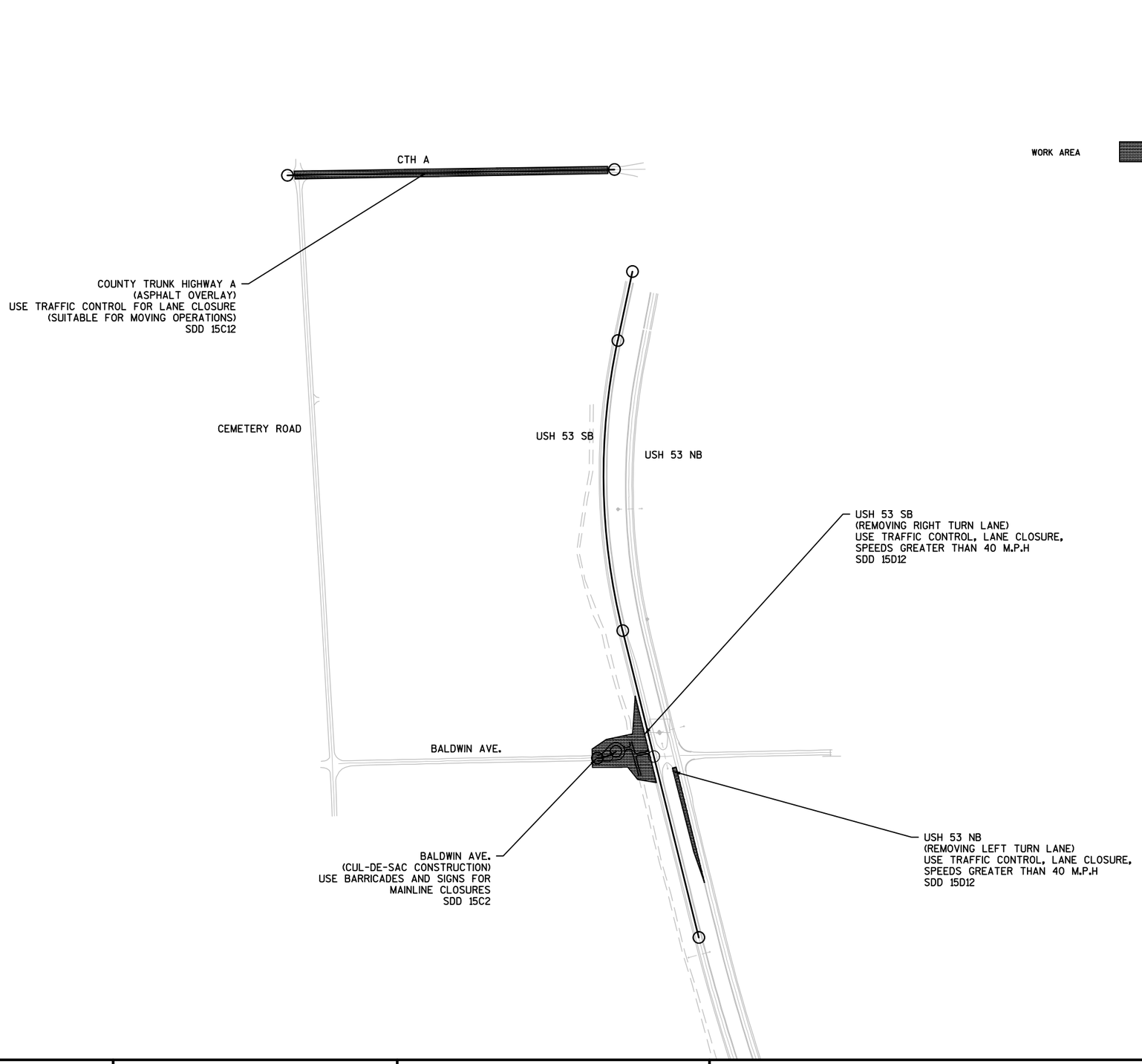
N



PROJECT NO: 1195-01-74	HWY: CTH A	COUNTY: DOUGLAS	PAVEMENT MARKINGS	SHEET 10	E

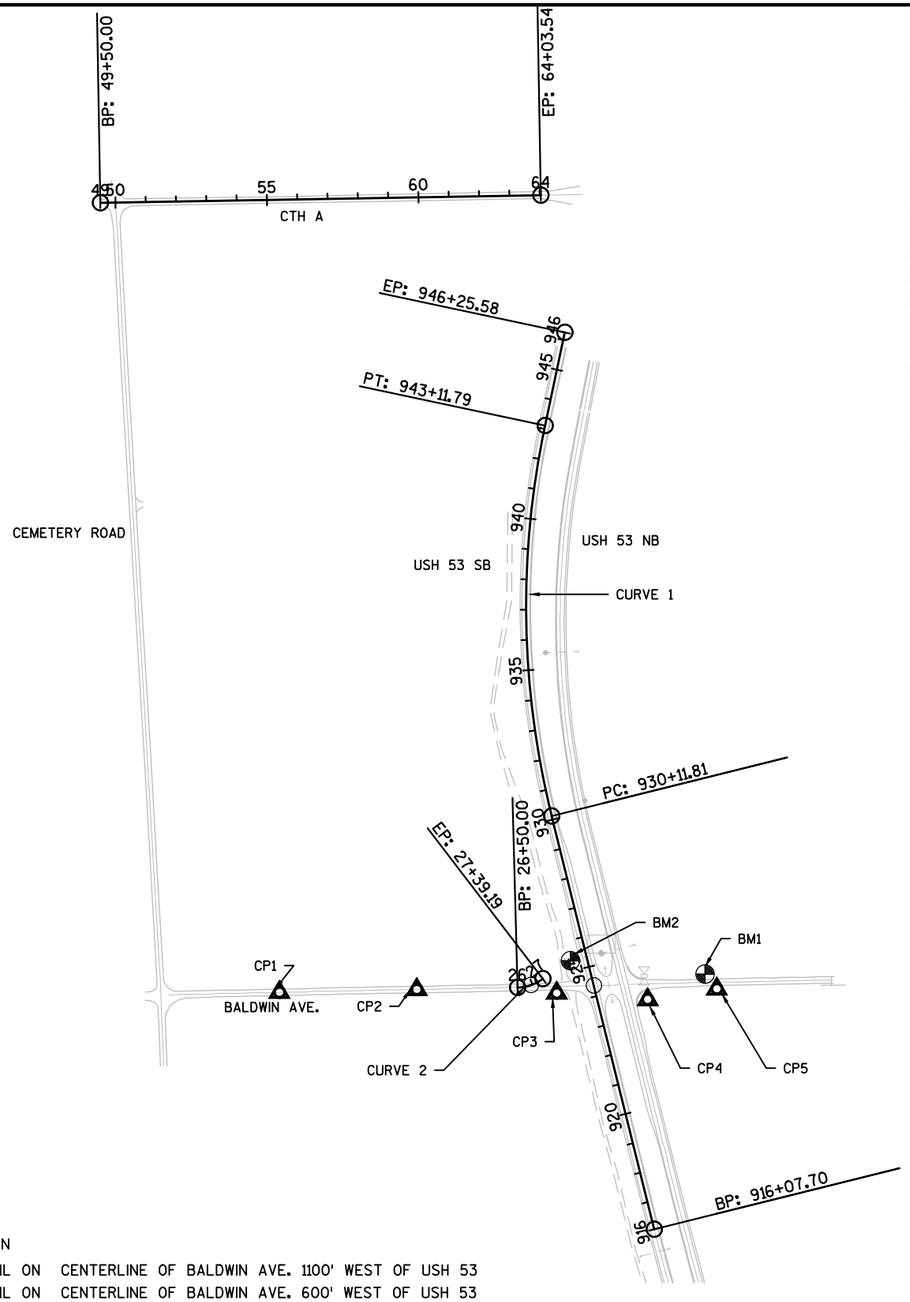
FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\024502_PM.DWG PLOT DATE : 1/31/2014 4:42 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET	E

FILE NAME : F:\PROJECTS\2012-134\0005\DRAWINGS\11950104\SHEETSPLAN\025001_TC.DWG PLOT DATE : 1/31/2014 4:42 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



CURVE 1

PI STA. 936+73.13
Y : 169,759.89
X : 214,287.70
DELTA = 25° 56' 02.46"
T = 661.32'
L = 1,299.98'
R = 2,872.04'
PCC STA. 930+11.81
Y : 169,118.03
X : 214,446.96
PCC STA. 943+11.79
Y : 170,406.76
X : 214,425.18
BK : N 13° 56' 06.21 W
AH : N 11° 59' 56.25" E

CURVE 2

PI STA. 26+96.11
Y : 168,553.91
X : 214,380.62
DELTA = 35° 50' 44.18"
T = 46.11'
L = 89.19'
R = 142.55'
PCC STA. 26+50.00
Y : 168,552.69
X : 214,334.53
PCC STA. 27+39.19
Y : 168,581.89
X : 214417.26

N

CONTROL POINTS

	NORTHING	EASTING	ELEVATION	LOCATION
CP1	168536.616	213548.308	1138.987	MAG NAIL ON CENTERLINE OF BALDWIN AVE. 1100' WEST OF USH 53
CP2	168546.024	214001.408	1137.988	MAG NAIL ON CENTERLINE OF BALDWIN AVE. 600' WEST OF USH 53
CP3	168534.119	214463.406	1126.458	REBAR WITH CAP SET IN SHOULDER LOCATED 175' WEST OF USH 53 AND BALDWIN AVE. INTERSECTION
CP4	168513.155	214763.528	1125.115	REBAR WITH CAP SET 30' BACK FROM CURB AND GUTTER LOCATED 100' EAST OF USH 53 AND BALDWIN AVE. INTERSECTION
CP5	168548.155	214991.62	1127.943	REBAR WITH CAP LOCATED 350' EAST OF USH 53 AND BALDWIN AVE. INTERSECTION 12' FROM EDGE OF PAVEMENT

BENCHMARKS

	NORTHING	EASTING	ELEVATION	LOCATION
BM1	168596.433	214952.334	1127.657	BENCH TIE NAIL SET IN POWER POLE 325' EAST OF USH 53 AND BALDWIN AVE. INTERSECTION
BM2	168641.124	214508.074	1123.783	CHISELED "X" ON TOP OF RCCP 100' WEST OF USH 53 AND BALDWIN AVE. INTERSECTION

PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT AND CONTROL	SHEET 12	E

DATE 12MAR14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1195-01-74 QUANTITY
0010	201.0105	CLEARING	STA	1.000	1.000
0020	201.0205	GRUBBING	STA	1.000	1.000
0030	204.0110	REMOVING ASPHALTIC SURFACE	SY	530.000	530.000
0040	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	630.000	630.000
0050	204.0157	REMOVING CONCRETE BARRIER	LF	60.000	60.000
0060	205.0100	EXCAVATION COMMON	CY	156.000	156.000
0070	208.0100	BORROW	CY	679.000	679.000
0080	213.0100	FINISHING ROADWAY (PROJECT) 01. 1195-01-74	EACH	1.000	1.000
0090	214.0100	OBLITERATING OLD ROAD	STA	1.000	1.000
0100	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	465.000	465.000
0110	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	370.000	370.000
0120	305.0500	SHAPING SHOULDERS	STA	12.000	12.000
0130	455.0605	TACK COAT	GAL	105.000	105.000
0140	465.0105	ASPHALTIC SURFACE	TON	590.000	590.000
0150	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	995.000	995.000
0160	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1195-01-74	EACH	1.000	1.000
0170	619.1000	MOBILIZATION	EACH	1.000	1.000
0180	625.0500	SALVAGED TOPSOIL	SY	1,390.000	1,390.000
0190	627.0200	MULCHING	SY	1,390.000	1,390.000
0200	628.1504	SILT FENCE	LF	1,100.000	1,100.000
0210	628.1520	SILT FENCE MAINTENANCE	LF	1,100.000	1,100.000
0220	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	2.000	2.000
0230	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	2.000	2.000
0240	628.7504	TEMPORARY DITCH CHECKS	LF	75.000	75.000
0250	628.7555	CULVERT PIPE CHECKS	EACH	2.000	2.000
0260	629.0210	FERTILIZER TYPE B	CWT	0.900	0.900
0270	630.0120	SEEDING MIXTURE NO. 20	LB	25.000	25.000
0280	633.5200	MARKERS CULVERT END	EACH	2.000	2.000
0290	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	6.000	6.000
0300	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	4.000	4.000
0310	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	2.000	2.000
0320	637.2210	SIGNS TYPE II REFLECTIVE H	SF	26.500	26.500
0330	637.2220	SIGNS TYPE II REFLECTIVE SH	SF	9.000	9.000
0340	638.2602	REMOVING SIGNS TYPE II	EACH	7.000	7.000
0350	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	7.000	7.000
0360	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
0370	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1195-01-74	EACH	1.000	1.000
0380	643.0300	TRAFFIC CONTROL DRUMS	DAY	200.000	200.000
0390	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	135.000	135.000
0400	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	170.000	170.000
0410	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	60.000	60.000
0420	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	20.000	20.000
0430	643.0900	TRAFFIC CONTROL SIGNS	DAY	115.000	115.000
0440	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	2,970.000	2,970.000
0450	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	270.000	270.000
0460	646.0600	REMOVING PAVEMENT MARKINGS	LF	595.000	595.000
0470	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	100.000	100.000
0480	650.5000	CONSTRUCTION STAKING BASE	LF	100.000	100.000
0490	650.8000	CONSTRUCTION STAKING RESURFACING REFERENCE	LF	950.000	950.000
0500	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1195-01-74	LS	1.000	1.000

3

DATE 12MAR14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1195-01-74 QUANTITY
0510	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	600.000	600.000
0520	690.0150	SAWING ASPHALT	LF	985.000	985.000
0530	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	1,200.000	1,200.000
0540	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	300.000	300.000

3

3

CLEARING				201.0105	
STATION	TO	STATION	LOCATION	STA.	CATEGORY
26+50	TO	27+50	LT & RT	1	010
ITEM TOTAL				1	

GRUBBING				201.0205	
STATION	TO	STATION	LOCATION	STA.	CATEGORY
26+50	TO	27+50	LT & RT	1	010
ITEM TOTAL				1	

REMOVING ASPHALTIC SURFACE				204.0110	
STATION	TO	STATION	LOCATION	S.Y.	CATEGORY
918+48	TO	923+77	NB USH 53 LT TURN LANE	530	010
ITEM TOTAL				530	

REMOVING ASPHALTIC SURFACE BUTT JOINTS				204.0115	
STATION	TO	STATION	LOCATION	S.Y.	CATEGORY
49+50	TO	50+00	CTH A & CEMETARY RD	129	010
49+90	TO	50+10	CTH A & CEMETARY RD	112	010
49+89	TO	50+11	CTH A & CEMETARY RD	123	010
60+85	TO	61+34	CTH A, RT	55	010
61+75	TO	62+50	CTH A, RT	83	010
62+00	TO	62+50	CTH A & USH 53	128	010
ITEM TOTAL				630	

REMOVING CONCRETE BARRIER				204.0157	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
924+18	TO	924+78	USH 53 AND BALDWIN AVE.	60	010
ITEM TOTAL				60	

FINISHING ROADWAY				213.0100	
STATION	TO	STATION	LOCATION	L.S.	CATEGORY
94+50	TO	103+40	USH 53	1	010
ITEM TOTAL				1	

OBLITERATING OLD ROAD				214.0100	
STATION	TO	STATION	LOCATION	STA	CATEGORY
27+75	TO	28+75	*PROJECTED TANGENT BALDWIN ALI.	1	010
ITEM TOTAL				1	

BASE AGGREGATE DENSE 3/4-INCH				305.0110	
STATION	TO	STATION	LOCATION	TON	CATEGORY
923+68	TO	927+33	USH 53 SB RT TURN LANE	80	010
918+67	TO	923+57	USH 53 NB LT TURN LANE	110	010
26+50	TO	27+78	CUL-DE-SAC	25	010
18+65	TO	19+65	TRAIL	120	010
49+50	TO	62+50	CTH A SHOULDERS	130	010
ITEM TOTAL				465	

BASE AGGREGATE DENSE 1 1/4-INCH				305.0120	
STATION	TO	STATION	LOCATION	TON	CATEGORY
26+50	TO	27+78	CUL-DE-SAC	370	010
ITEM TOTAL				370	

SHAPING SHOULDERS				305.0500	
STATION	TO	STATION	LOCATION	STA.	CATEGORY
918+67	TO	923+57	USH 53 SB RT TURN LANE	5	010
923+68	TO	927+33	USH 53 NB LT TURN LANE	4	010
26+50	TO	27+78	CUL-DE-SAC	3	010
ITEM TOTAL				12	

TACK COAT				455.0605	
STATION	TO	STATION	LOCATION	GAL.	CATEGORY
26+50	TO	27+78	CUL-DE-SAC	18	010
49+50	TO	62+50	CTH A	87	010
ITEM TOTAL				105	

ASPHALTIC SURFACE				465.0105	
STATION	TO	STATION	LOCATION	TON	CATEGORY
26+50	TO	27+78	CUL-DE-SAC	190	010
49+50	TO	62+50	CTH A	400	010
ITEM TOTAL				590	

ASPHALTIC SHOULDER RUMBLE STRIP				465.0400	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
918+20	TO	923+75	USH 53 NB (MEDIAN SHOULDER)	555	010
923+25	TO	927+65	USH 53 SB (LT SHOULDER)	440	010
ITEM TOTAL				995	

MOBILIZATION				619.1000	
STATION	TO	STATION	LOCATION	EACH	CATEGORY
923+27	TO	927+68	USH 53 & BALDWIN AVE	1	010
ITEM TOTAL				1	

SALVAGED TOPSOIL				625.0500	
STATION	TO	STATION	LOCATION	S.Y.	CATEGORY
26+50	TO	27+78	BALDWIN AVE. LT & RT	723	010
925+13	TO	927+33	USH 53 SB RT TURN	667	010
ITEM TOTAL				1390	

MULCHING				627.0200	
STATION	TO	STATION	LOCATION	S.Y.	CATEGORY
26+50	TO	27+78	BALDWIN AVE. LT & RT	723	010
925+13	TO	927+33	USH 53 SB RT TURN	667	010
ITEM TOTAL				1390	

SILT FENCE				628.1504	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
26+50	TO	27+78	BALDWIN AVE RT	200	010
923+27	TO	927+68	USH 53 SB LT	330	010
918+00	TO	923+70	USH 53 NB LT	570	010
ITEM TOTAL				1100	

SILT FENCE MAINTENANCE				628.1520	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
26+50	TO	27+78	BALDWIN AVE RT	200	010
923+27	TO	927+68	USH 53 SB LT	330	010
918+00	TO	923+70	USH 53 NB LT	570	010
ITEM TOTAL				1100	

MOBILIZATIONS EROSION CONTROL				628.1905	
STATION	TO	STATION	LOCATION	EACH	CATEGORY
918+00	TO	927+68	USH 53 & BALDWIN AVE	2	010
ITEM TOTAL				2	

MOBILIZATIONS EMERGENCY EROSION CONTROL				628.1910	
STATION	TO	STATION	LOCATION	EACH	CATEGORY
918+00	TO	927+68	USH 53 & BALDWIN AVE	2	010
ITEM TOTAL				2	

TEMPORARY DITCH CHECKS				628.7504	
STATION	TO	STATION	LOCATION	EACH	CATEGORY
918+00	TO	927+68	USH 53 & BALDWIN AVE	75	010
ITEM TOTAL				75	

CULVERT PIPE CHECKS				628.7555	
STATION	TO	STATION	LOCATION	EACH	CATEGORY
	923+70		USH 53 MEDIAN	1	010
	925+20		USH 53 SB LT	1	010
ITEM TOTAL				2	

FERTILIZER, TYPE B				629.0210	
STATION	TO	STATION	LOCATION	CWT.	CATEGORY
26+50	TO	27+78	BALDWIN AVE. LT & RT	0.500	010
925+13	TO	927+33	USH 53 SB RT TURN	0.400	010
ITEM TOTAL				0.900	

SEEDING MIXTURE NO. 20				630.0120	
STATION	TO	STATION	LOCATION	LBS.	CATEGORY
26+50	TO	27+78	BALDWIN AVE. LT & RT	13	010
925+13	TO	927+33	USH 53 SB RT TURN	12	010
ITEM TOTAL				25	

MARKERS CULVERT END				633.5200	
STATION	TO	STATION	LOCATION	EACH	CATEGORY
	925+30		USH 53 SB LT	2	010
ITEM TOTAL				2	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	WIDTH (INCHES)	HEIGHT (INCHES)	637.2210 SIGNS, TYPE II, REFLECTIVE H (S.F.)	637.2220 SIGNS, TYPE II, REFLECTIVE SH (S.F.)	634.0612 WOOD POSTS, 4X6-INCH X 12 FT (EACH)	634.0614 WOOD POSTS, 4X6-INCH X 14 FT (EACH)	634.0620 WOOD POSTS, 4X6-INCH X 20 FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
1001	924+58	LT	W5-56	END OF ROAD MARKERS	18	18		2.25	1				
1002	924+73	LT	W5-56	END OF ROAD MARKERS	18	18		2.25	1				
1003	925+25	LT	W5-56	END OF ROAD MARKERS	18	18		2.25	1				
1004	925+44	LT	W5-56	END OF ROAD MARKERS	18	18		2.25	1				
1005	924+45	LT	R1-1	STOP	18	18	2.25		1				
1006	924+45	LT	D11-8	SNOWMOBILE-ATV ROUTE	24	18	3.00			1			
1007	924+75	LT	D11-8	SNOWMOBILE-ATV ROUTE	24	18	3.00			1			
1008	924+83	LT	D11-8	SNOWMOBILE-ATV ROUTE	24	18	3.00			1			
1009	925+13	LT	D11-8	SNOWMOBILE-ATV ROUTE	24	18	3.00			1			
1010	924+76	LT	R1-1	STOP	18	18	2.25		1				
1011	923+85	RT	R4-7	KEEP RIGHT	24	30	5.00				1		
1012	924+60	RT	R4-7	KEEP RIGHT	24	30	5.00				1		
2001	924+25	LT	R1-1	STOP								1	1
2002	924+35	LT	W5-56	END OF ROAD MARKERS								1	1
2003	924+41	LT	W5-56	END OF ROAD MARKERS								1	1
2004	924+49	LT	W5-56	END OF ROAD MARKERS								1	1
2005	924+55	LT	W5-56	END OF ROAD MARKERS								1	1
2006	924+61	LT	W5-56	END OF ROAD MARKERS								1	1
2007	924+85	LT	D11-10	ATV ROUTE								1	1
SUB-TOTAL							26.50	9.00	6	4	2	7	7

FIELD OFFICE TYPE B 642.5001

STATION	TO	STATION	LOCATION	EACH	CATEGORY
923+27	TO	927+68	USH 53	1	010
ITEM TOTAL				1	

TRAFFIC CONTROL (PROJECT) 643.0100

STATION	TO	STATION	LOCATION	EACH	CATEGORY
923+27	TO	927+68	USH 53	1	010
ITEM TOTAL				1	

TRAFFIC CONTROL DRUMS 643.0300

STATION	TO	STATION	LOCATION	EACH	DAYS	DAYS	CATEGORY
864+45	TO	923+90	USH 53 NB LANE CLOSURE	20	3	60	010
923+00	TO	981+90	USH 53 SB LANE CLOSURE	20	7	140	010
ITEM TOTAL						200	

TRAFFIC CONTROL BARRICADES TYPE III 643.0420

STATION	TO	STATION	LOCATION	EACH	DAYS	DAYS	CATEGORY
26+00			BALDWIN AVENUE CLOSURE	5	25	125	010
864+45	TO	923+90	USH 53 NB LANE CLOSURE	1	3	3	010
923+00	TO	981+90	USH 53 SB LANE CLOSURE	1	7	7	010
ITEM TOTAL						135	

TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705

STATION	TO	STATION	LOCATION	EACH	DAYS	DAYS	CATEGORY
26+00			BALDWIN AVENUE CLOSURE	6	25	150	010
864+45	TO	923+90	USH 53 NB LANE CLOSURE	2	3	6	010
923+00	TO	981+90	USH 53 SB LANE CLOSURE	2	7	14	010
ITEM TOTAL						170	

TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715

STATION	TO	STATION	LOCATION	EACH	DAYS	DAYS	CATEGORY
864+45	TO	923+90	USH 53 NB LANE CLOSURE	6	3	18	010
923+00	TO	981+90	USH 53 SB LANE CLOSURE	6	7	42	010
ITEM TOTAL						60	

TRAFFIC CONTROL ARROW BOARDS 643.0800

STATION	TO	STATION	LOCATION	EACH	DAYS	DAYS	CATEGORY
864+45	TO	923+90	USH 53 NB LANE CLOSURE	2	3	6	010
923+00	TO	981+90	USH 53 SB LANE CLOSURE	2	7	14	010
ITEM TOTAL						20	

TRAFFIC CONTROL SIGNS 643.0900

STATION	TO	STATION	LOCATION	EACH	DAYS	DAYS	CATEGORY
26+00			BALDWIN AVENUE CLOSURE	1	25	25	010
864+45	TO	923+90	USH 53 NB LANE CLOSURE	9	3	27	010
923+00	TO	981+90	USH 53 SB LANE CLOSURE	9	7	63	010
ITEM TOTAL						115	

PAVEMENT MARKING EPOXY 4-INCH				646.0106	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
50+50	TO	62+50	CTH A	2400	010
918+14	TO	923+84	USH 53 NB	570	010
ITEM TOTAL				2970	

PAVEMENT MARKING SAME DAY EPOXY 4-INCH				646.0406	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
50+50	TO	62+50	CTH A	270	010
ITEM TOTAL				270	

REMOVING PAVEMENT MARKINGS				646.0600	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
918+14	TO	918+79	USH 53 NB TAPER	65	010
919+97	TO	923+86	USH 53 NB LANE LINE	389	010
923+27	TO	923+73	USH 53 SB TAPER LT	46	010
926+73	TO	927+67	USH 53 SB TAPER LT	95	010
ITEM TOTAL				595	

CONSTRUCTION STAKING SUBGRADE				650.4500	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
26+50	TO	27+50	BALDWIN AVE	100	010
ITEM TOTAL				100	

CONSTRUCTION STAKING BASE				650.5000	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
26+50	TO	27+50	BALDWIN AVE	100	010
ITEM TOTAL				100	

CONSTRUCTION STAKING RESURFACING REFERENCE				650.8000	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
918+17	TO	923+67	USH 53 NB TURN LANE LT	550	010
923+33	TO	927+33	USH 53 SB TURN LANE LT	400	010
ITEM TOTAL				950	

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT)				650.9910	
STATION	TO	STATION	LOCATION	L.S.	CATEGORY
923+27	TO	927+68	USH 53	1	010
ITEM TOTAL				1	

CONSTRUCTION STAKING SLOPE STAKES				650.9920	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
923+00	TO	928+00	USH 53 SB	500	010
26+50	TO	27+50	BALDWIN AVE.	100	010
ITEM TOTAL				600	

SAWING ASPHALT				690.0150	
STATION	TO	STATION	LOCATION	L.F.	CATEGORY
923+27	TO	927+67	USH 53 SB RT TURN LANE	440	010
918+48	TO	923+71	USH 53 NB LT TURN LANE	523	010
26+50			BALDWIN AVE	22	010
ITEM TOTAL				985	

Division	From/To Station	Location	Common Excavation (1) (Item * 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Reduced EBS in Fill (9)	Expanded EBS Backfill (11)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)			Factor 0.80	Factor 1.30		Factor 1.25			(Item *208.0100)	
1	923+00 to 928+00	USH 53 SB	109	0	36	73	0	0	0	0	72			
Division 1 Subtotal			109	0	36	73	0	0	0	0	72			
2	26+50 to 27+39	BALDWIN AVE.	48	0	28	20	0	0	617	771	-751			
Division 2 Subtotal			48	0	28	20	0	0	617	771	-751		679	See Note 15
Grand Total			156	0	63	93	0	0	617	772	-679	0	679	
Total Common Exc 156														

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unusable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500
7) Rock Excavation Item number 205.0200
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.11
11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.11
12) Expanded Rock - Factor = 1.1.
13) Expanded Fill. Factor = 1.25
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
15) Use 113,641 CY of material from Division 1. Borrow Excavation Item number 208.0100

TRANSPORTATION PROJECT PLAT NO: 1195-01-24 - 4.01

THAT PART OF THE SW¼-SW¼ OF SECTION 26 IN T-45-N, R-12-W, VILLAGE OF SOLON SPRINGS, DOUGLAS COUNTY, WISCONSIN

RELOCATION ORDER: USH 53 DOUGLAS COUNTY (MINONG - SOLON SPRINGS)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DOUGLAS COUNTY, WISCONSIN AT 8:00 AM ON 11-22-2013 AS DOCUMENT # 863766 AND FILED IN T.P. VOL. 1, PG. 77

CATHRYN M. SALUS
SIGNATURE OF REGISTER OF DEEDS
DEPUTY

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1195-01-24-4.01
AMENDMENT NO:

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

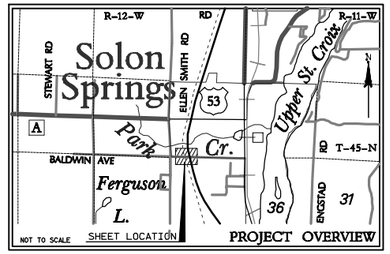
STATE, COUNTY, or TOWN LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED REFERENCE LINE
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
EASEMENT LINE
CORPORATE LIMITS
EXISTING CENTERLINE
LOT & TIE LINES
UTILITIES — FO (TYPE) — (TELEPHONE, GAS, ELECTRIC, CABLE TV, FIBER OPTIC)
FIRE HYDRANT
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
NO ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT 40000
PLE/TLE POINT 60000
PARCEL NUMBER 8
SIGN NUMBER (OFF PREMISE) 21
BUILDING
FOUND IRON PIPE/PIN IP (3/4" REBAR W/PLASTIC CAP)
R/W MONUMENT (SET)
R/W STANDARD (SET)
SIGN

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AND OTHERS	ET.AL.
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
DOCUMENT	DOC.
FINDING, DETERMINATION AND ORDER	FDO
HIGHWAY EASEMENT	H.E.
LAND CONTRACT	LC
MONUMENT	MON.
PAGE	P.
PROPERTY LINE	PL
PERMANENT LIMITED EASEMENT	PLE
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT-OF-WAY	R/W
SECTION	SEC.
SQUARE FEET	SQ.FT.
STATION	STA.
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	V.

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
GUY POLE		N/A
SECTION CORNER MONUMENT		
SECTION CORNER		



UTILITY EASEMENT INFORMATION	
PARCEL 1	LAKEHEAD PIPE LINE COMPANY VOL. 292 PG. 326 IPL TELECOM INC. DOC. 703959 ENBRIDGE ENERGY, LIMITED PARTNERSHIP DOC. 801418

ALIGNMENT DATA
CUL-DE-SAC

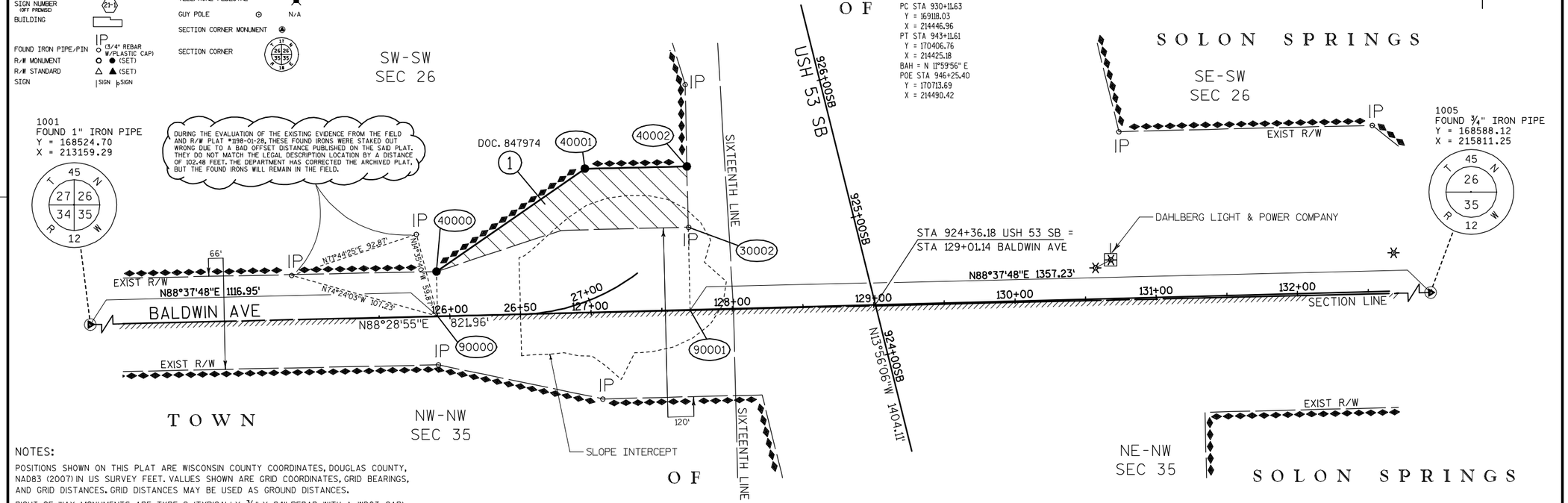
PISTA 26+96.11
Y = 168553.91
X = 214380.62
DELTA = 35°50'44" Left
D = 40°11'32"
T = 46.11'
L = 89.19'
R = 142.55'
LCH = 87.74'
LCB = N 70°33'33" E
PC STA 26+50.00
Y = 168552.69
X = 214334.53
PT STA 27+39.19
Y = 168581.89
X = 214417.26

ALIGNMENT DATA
BALDWIN AVENUE

POB STA 125+28.56
Y = 168549.47
X = 214213.14
POE STA = 133+50.53
Y = 168571.25
X = 215034.81

ALIGNMENT DATA
USH 53 SB

POB STA 916+07.52
Y = 167755.25
X = 214785.10
PISTA 936+72.95
Y = 169759.89
X = 214287.70
DELTA = 25°56'02" Right
D = 1°59'42"
T = 661.32'
L = 1299.98'
R = 2872.04'
LCH = 1288.91'
LCB = N 00°58'05" W
BBK = N 13°56'06" W
PC STA 930+11.63
Y = 169118.03
X = 214446.96
PT STA 943+11.61
Y = 170406.76
X = 214425.18
BAH = N 11°59'56" E
POE STA 946+25.40
Y = 170713.69
X = 214490.42



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DOUGLAS COUNTY, NAD83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾" X 24" REBAR WITH A WDOT CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

THE POINT OF INTERSECTIONS DESIGNATED WITH A 90000 SERIES NUMBER HAVE BEEN CREATED FOR THE PURPOSE OF SHOWING A CLOSED TRAVERSE. THE POINTS ARE INTENDED TO BE ON THE RIGHT-OF-WAY LINES BUT NOT NECESSARILY ON OR ANY PART OF A BOUNDARY, SIXTEENTH, QUARTER OR SECTION (P.L.S.S.) LINE. THESE POINTS WILL NOT BE MONUMENTED IN THE FIELD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 13 ESTABLISHED FROM PREVIOUS PROJECT 1198-01-28 AND EXISTING HIGHWAY RIGHT-OF-WAY FOR BALDWIN AVENUE ESTABLISHED FROM CERTIFIED SURVEY MAP NO. 1032, VOL. 7 PG. 203-204 IN DOUGLAS COUNTY REGISTER OF DEEDS.

EXISTING ACCESS CONTROL ALONG USH 53 ESTABLISHED FROM PREVIOUS PROJECT 1198-01-28 AND FDO DATED 12/30/1992, FDO - DOC. 340890 AND FDO - DOC. 832707

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

COURSE TABLE		
COURSE	BEARING	DISTANCE
90000-40000	N 01°31'13" W	31.63
40000-40001	N 55°13'33" E	127.77
40001-40002	N 88°47'21" E	72.24
40002-30002	S 01°12'39" E	43.05
30002-90001	S 01°12'39" E	58.73
90001-90000	S 88°37'48" W	178.54

R/W POINT TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
30002	127+70.23	-58.54	168614.39	214453.17
40000	125+91.37	-31.90	168583.03	214275.08
40001	126+98.22	-101.97	168655.90	214380.03
40002	925+63.31 (USH 53)	-105.78	168657.43	214452.26

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING H.E.	TOTAL	
1	LYME ST. CROIX LAND COMPANY LLC	FEE	0.12	0.00	0.12	0.00

SCALE, FEET
0 40 80

FAA CONSULTING ENGINEERS
Fleming, Andre & Associates, Inc.
3615 N. Hastings Way • Suite 100
Eau Claire, WI 54703

I, JOHN T. MUELLER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPTARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1195-01-24-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 10/16/2013
John T. Mueller

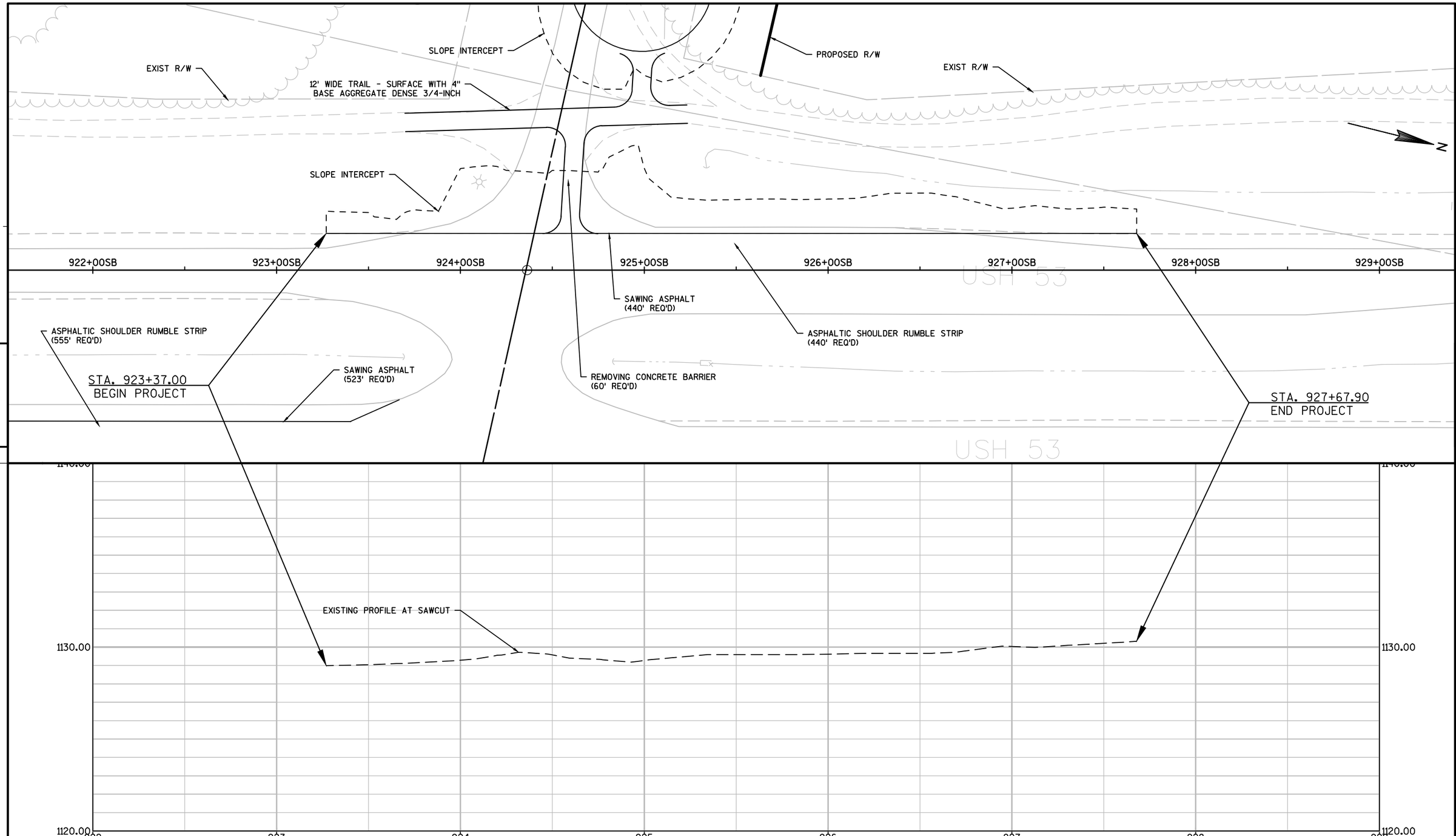
JOHN T. MUELLER 2454 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 11/15/2013
Michael Piller

FILE NAME : F:\Drawings\2012-134\0005\11950124_4.01.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 12/8/2010
PLOT BY : $(_USTN_USERNAME_)
PLOT NAME :
PLOT SCALE : 1 in : 100 ft

4.01



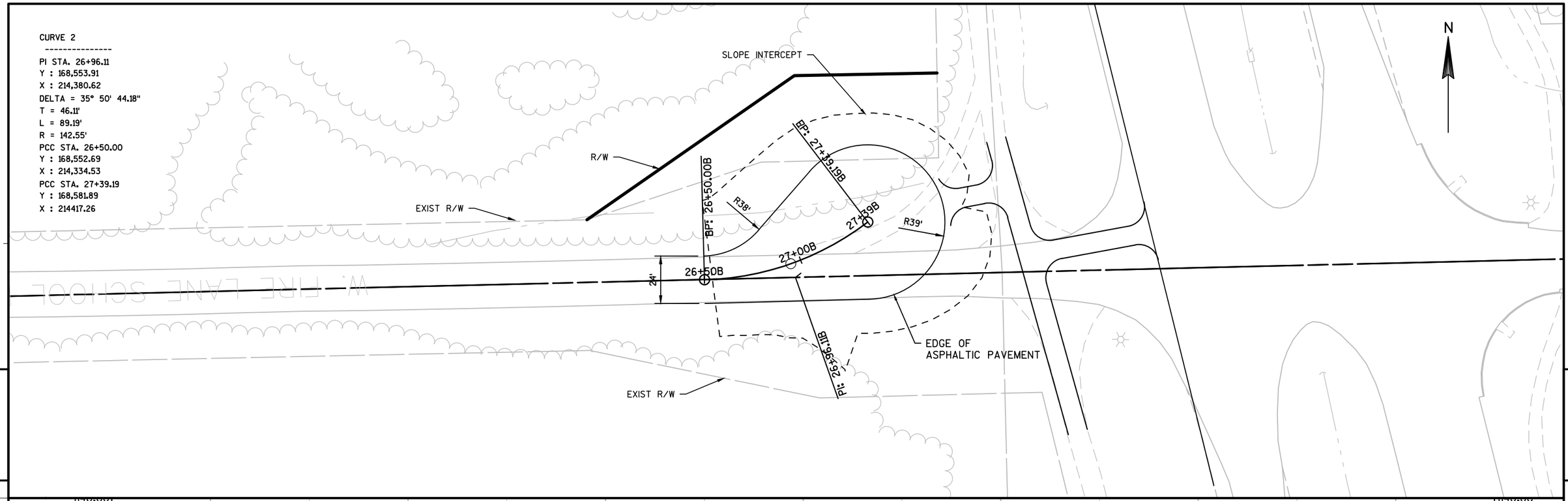
PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: USH 53 SB	SHEET	E

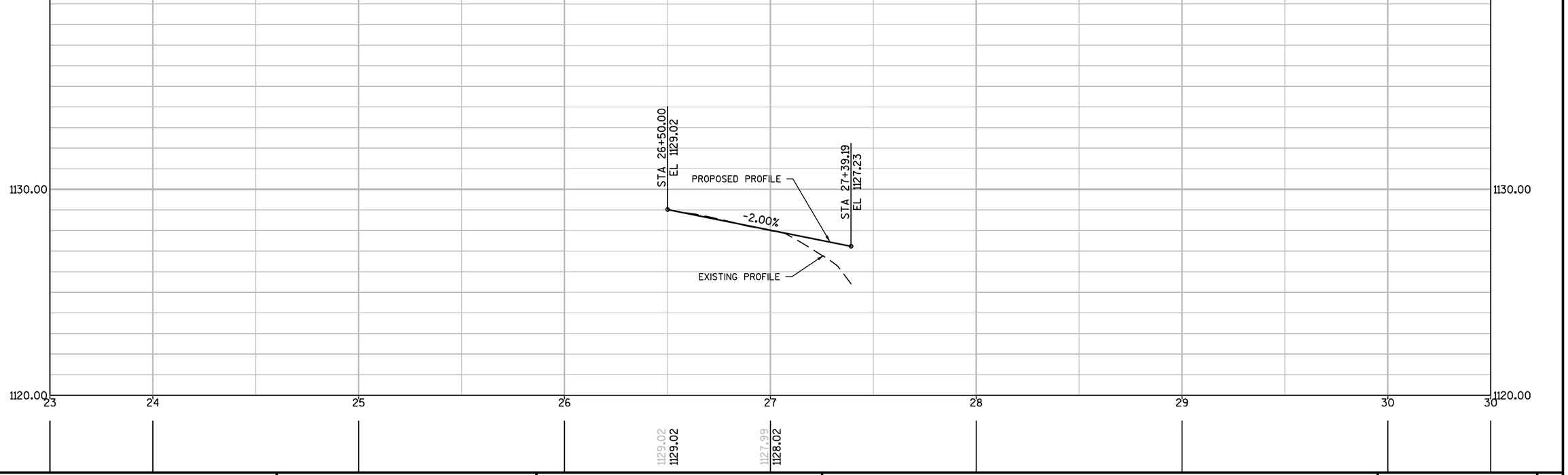
FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\050101_PP.DWG PLOT DATE : 1/31/2014 4:43 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

CURVE 2

PI STA. 26+96.11
Y : 168,553.91
X : 214,380.62
DELTA = 35° 50' 44.18"
T = 46.11'
L = 89.19'
R = 142.55'
PCC STA. 26+50.00
Y : 168,552.69
X : 214,334.53
PCC STA. 27+39.19
Y : 168,581.89
X : 214417.26





PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: BALDWIN AVENUE	SHEET 22	E

N

BP: 49+50.00

EP: 64+03.54

49+50 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00

STA 62+50
END CONSTRUCTION
MATCH EXISTING
REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D

CTH A

STA 49+50
BEGIN CONSTRUCTION
MATCH EXISTING
REMOVING ASPHALTIC SURFACE BUTT JOINTS
ON N, W, AND S LEGS REQ'D

CEMETERY ROAD

MH

MH

MH

I SIGN

SIGN

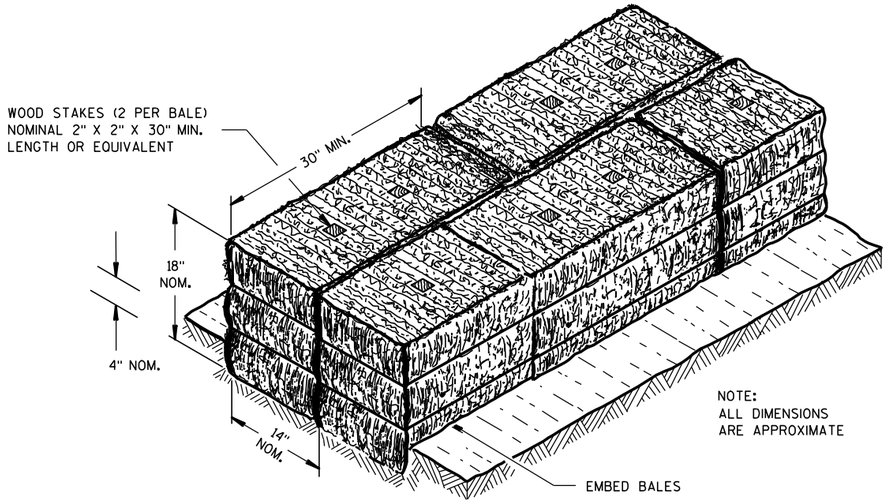
PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	CTH A ASPHALT OVERLAY	SHEET 23	E

FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\050301_PN.DWG PLOT DATE : 1/31/2014 4:44 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

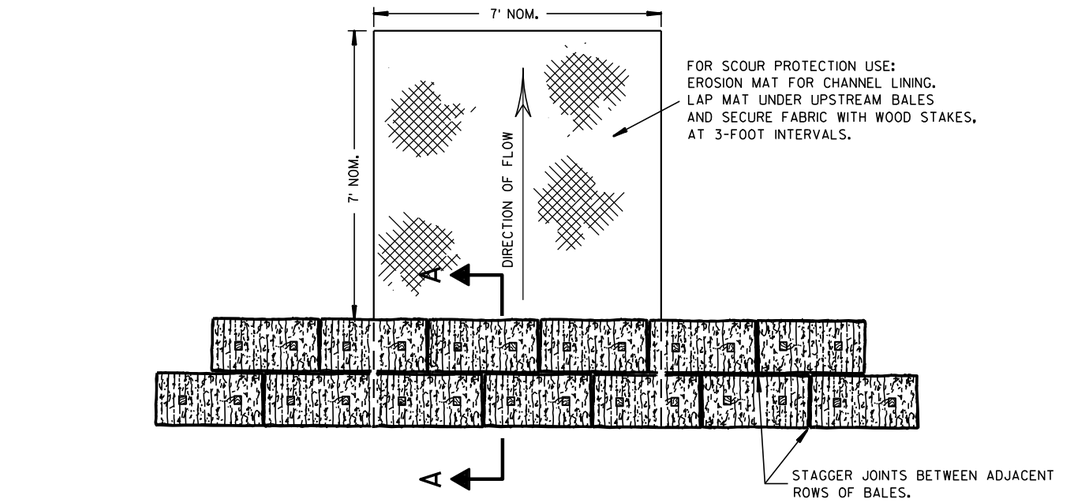
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

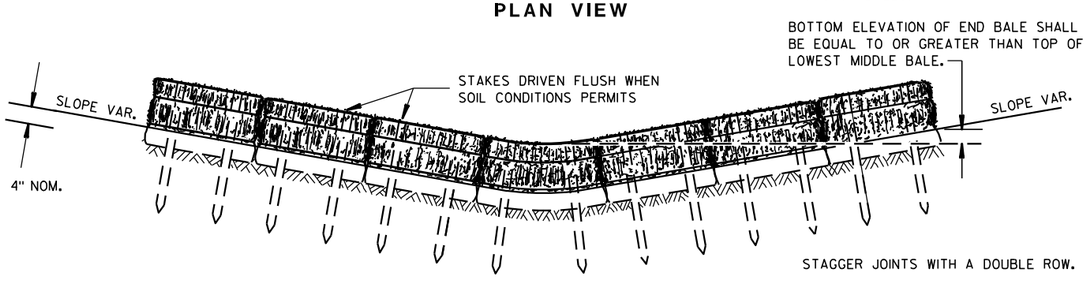
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-02B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C26-02	END-OF-ROADWAY SIGNING
15D12-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH



SECTION A-A



PLAN VIEW



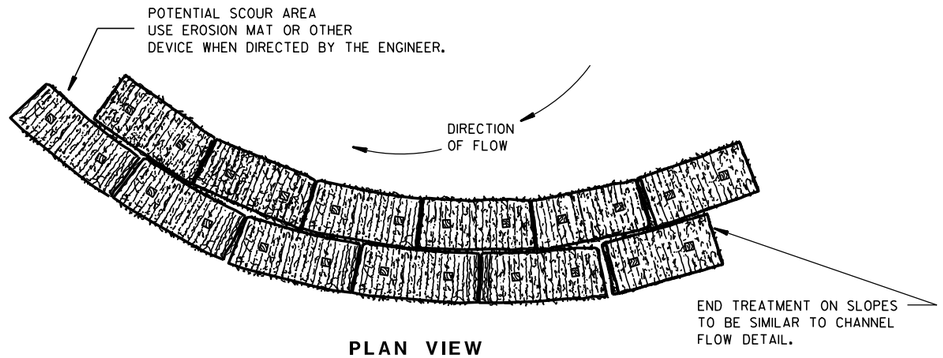
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

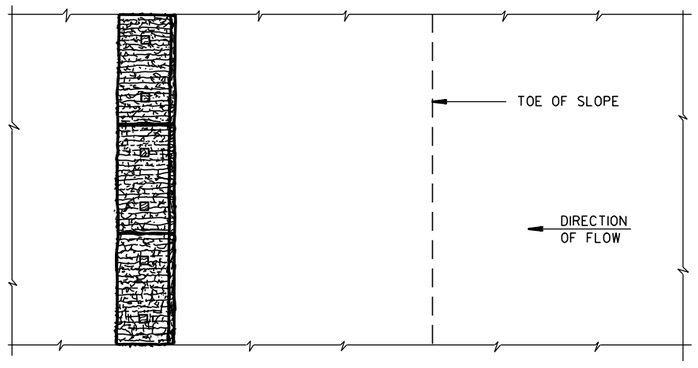
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

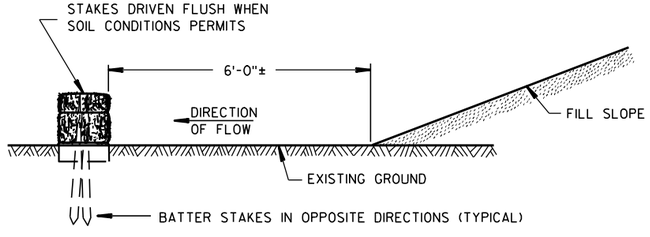


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

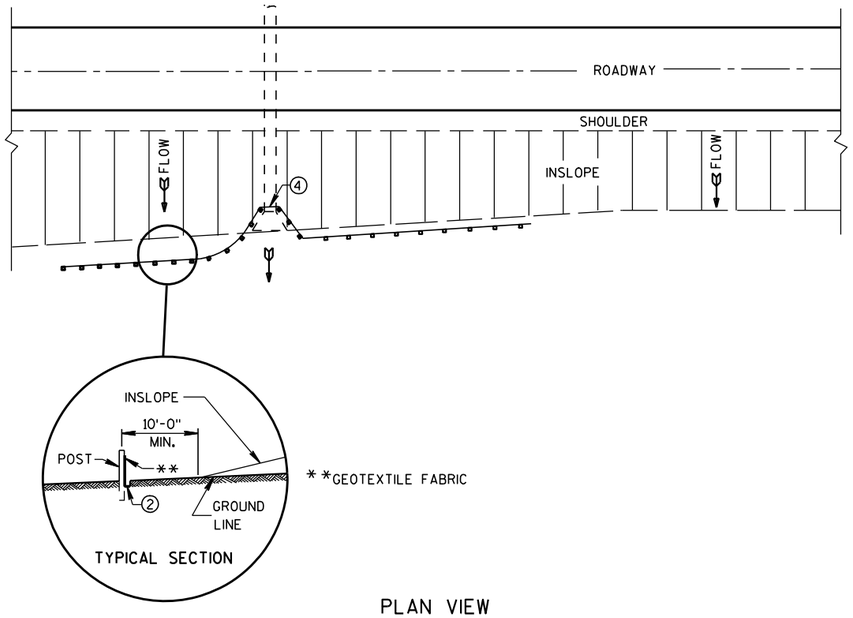
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

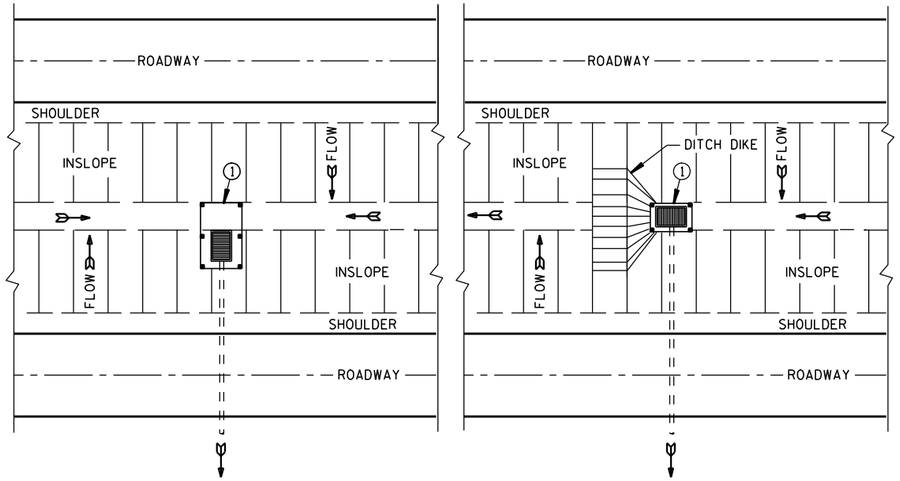
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



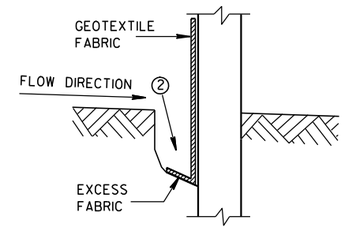
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

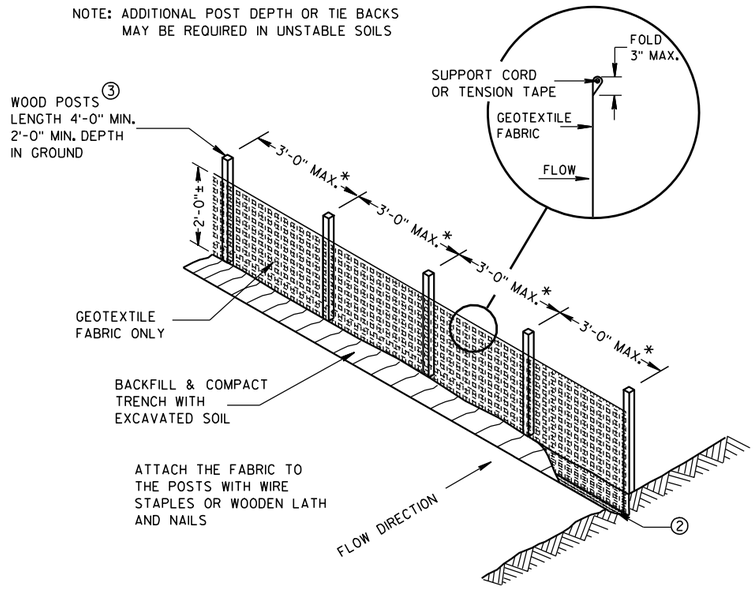
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

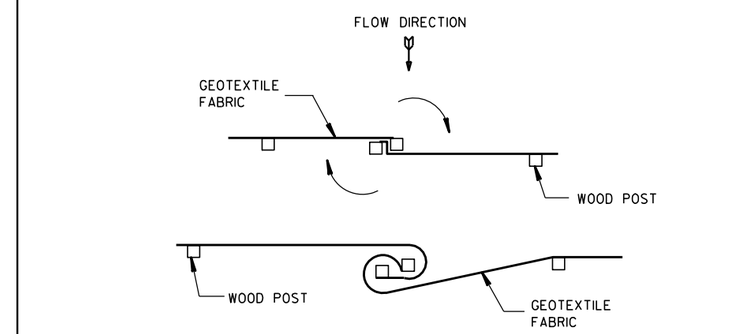
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



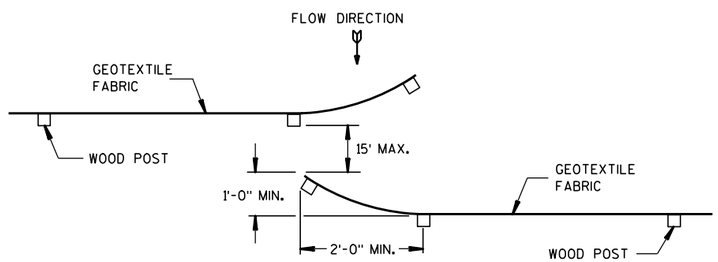
TRENCH DETAIL



SILT FENCE

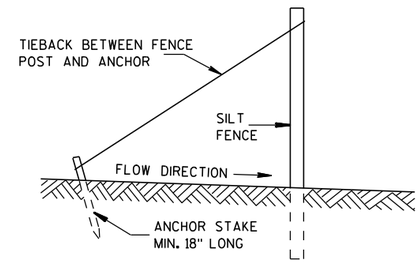


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

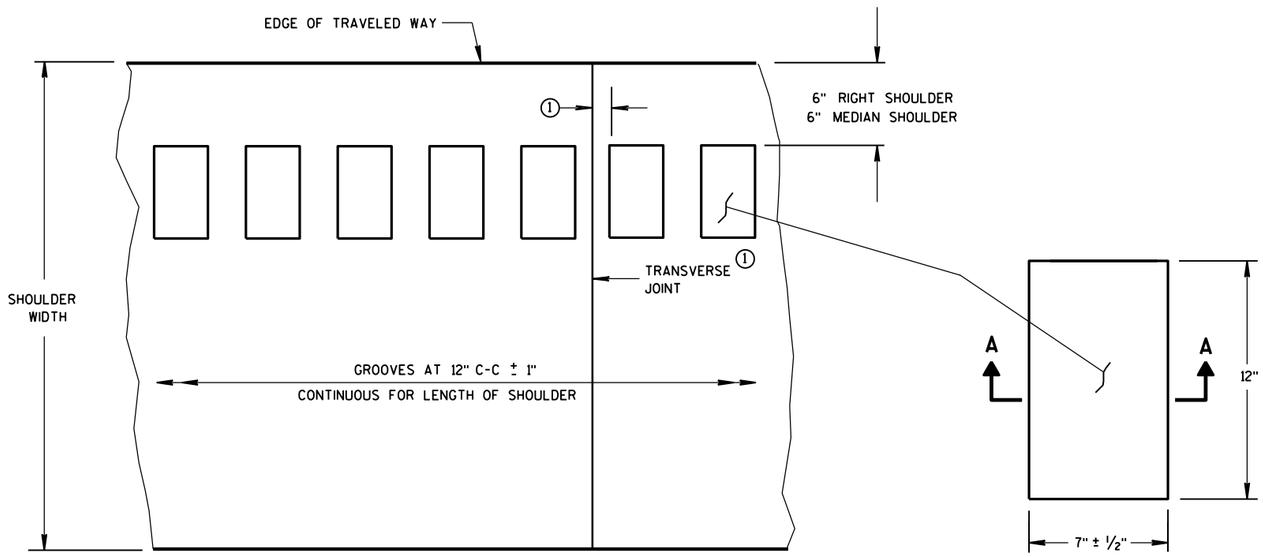
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

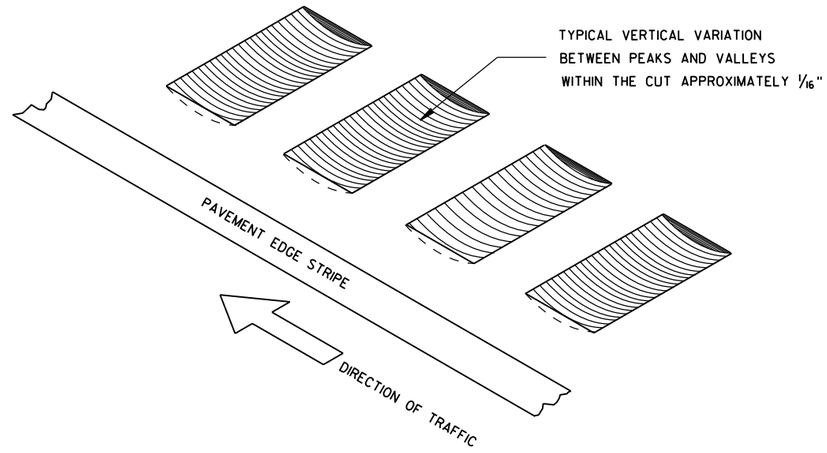
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

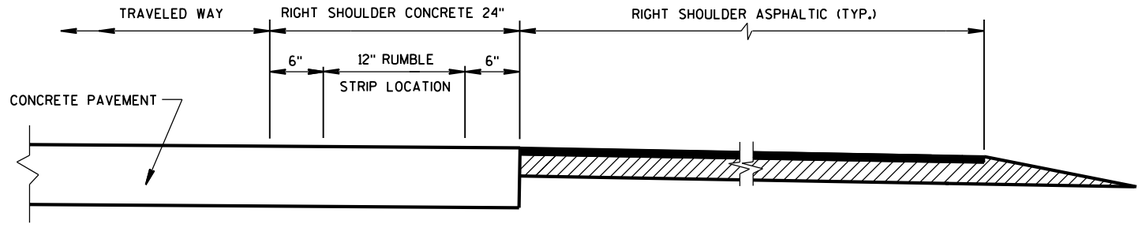
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

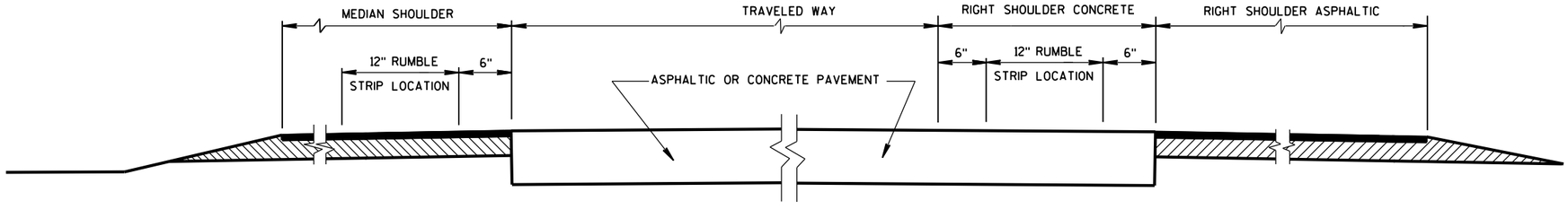
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



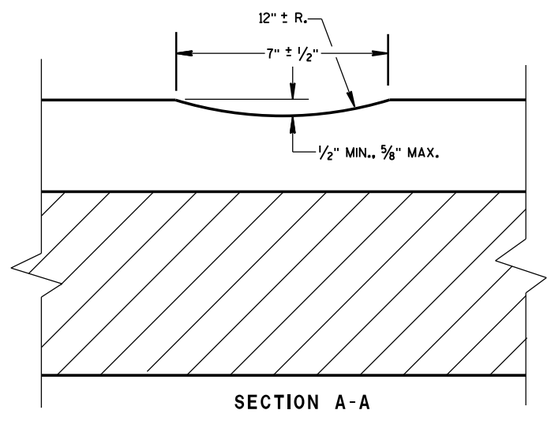
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

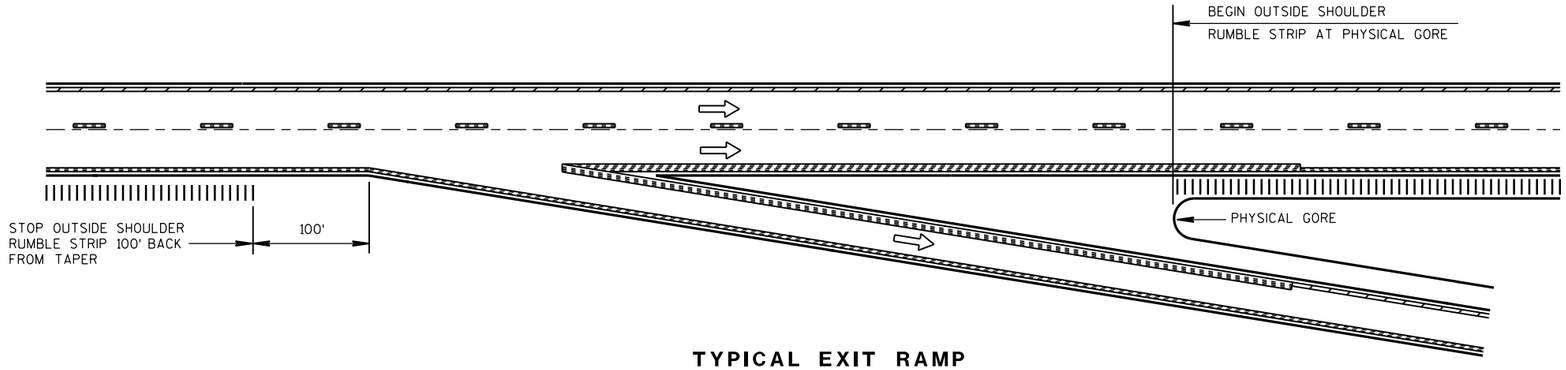
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



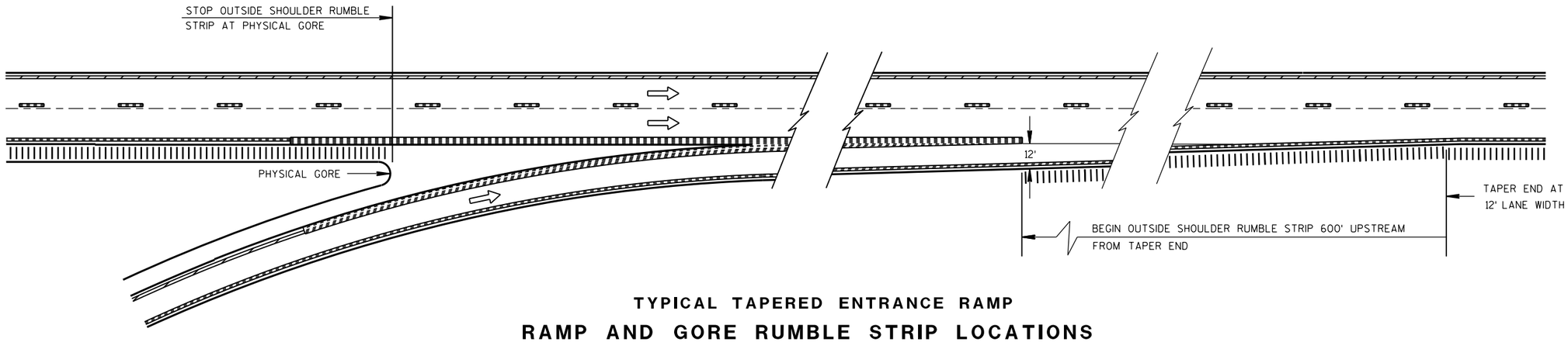
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

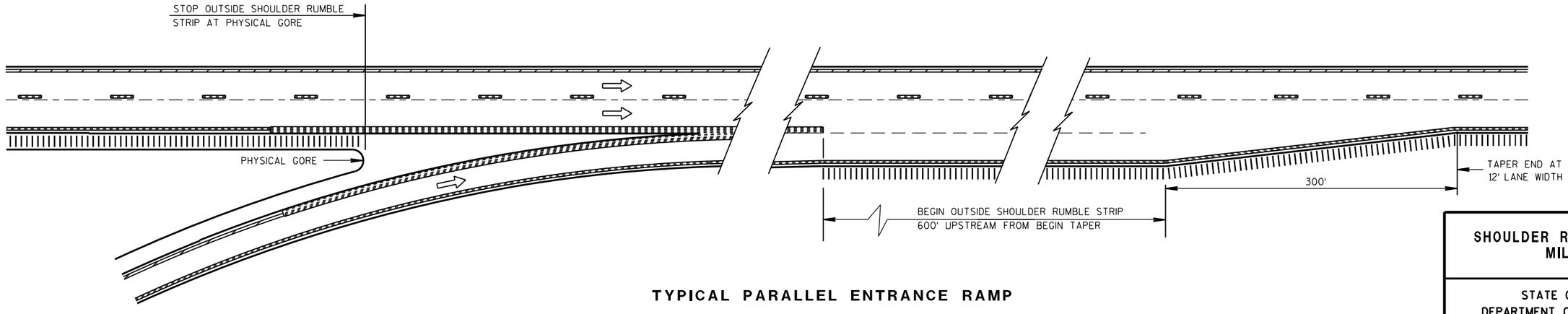
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

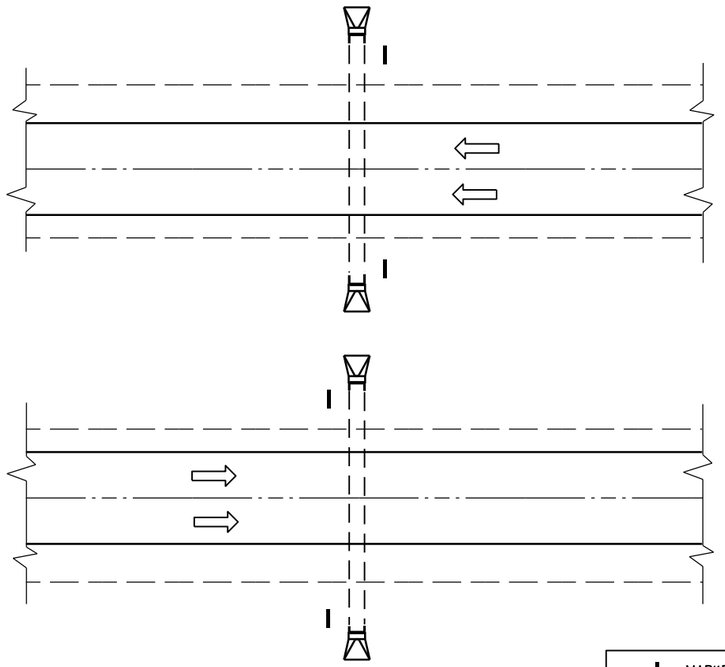
FHWA

6

S.D.D. 13 A 5-5b

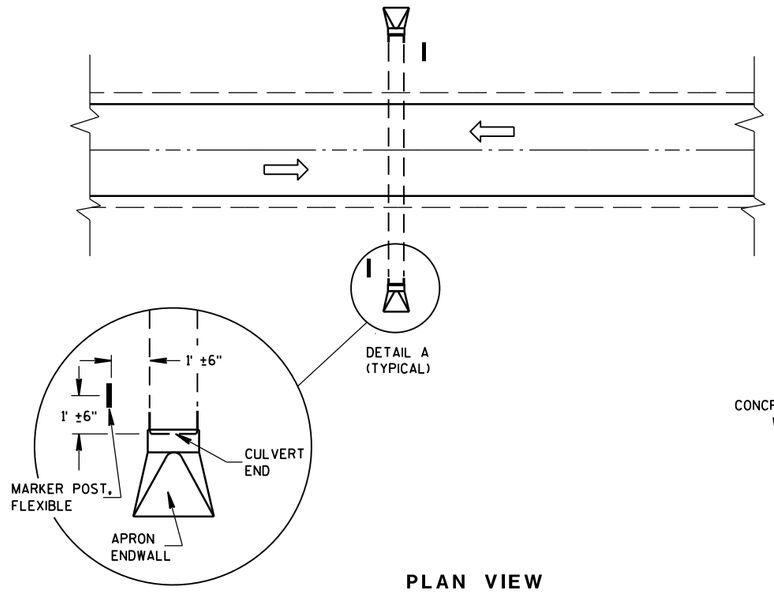
6

S.D.D. 13 A 5-5b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

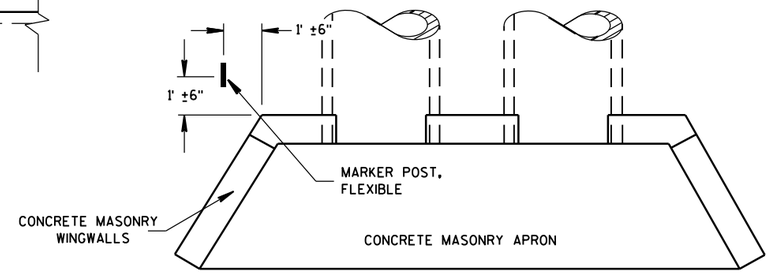
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

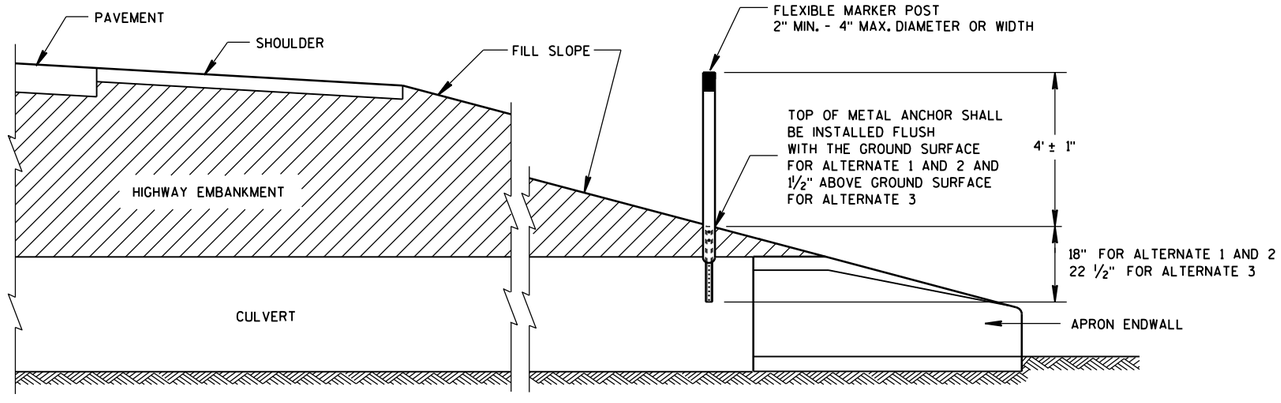
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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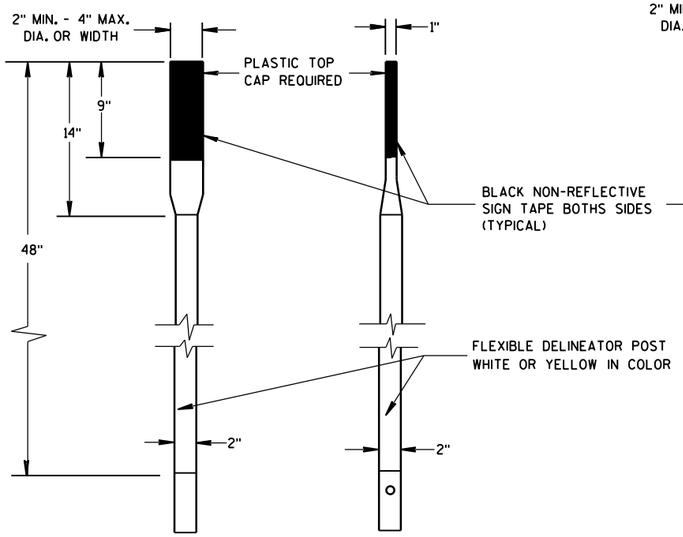
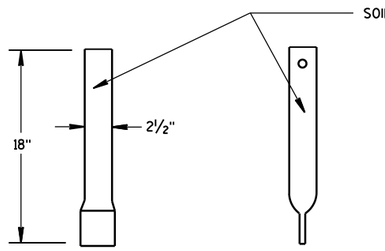
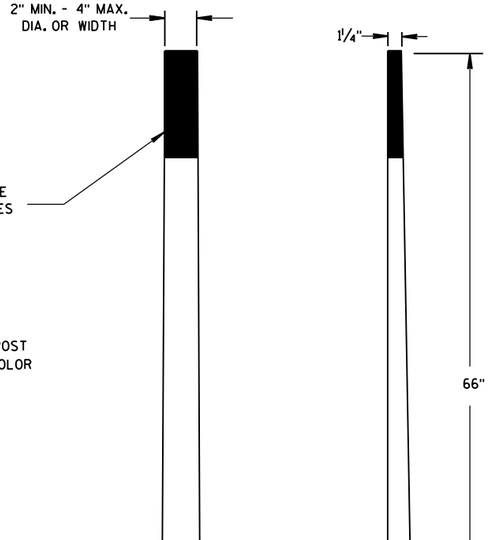
S.D.D. 15 A 3-2a





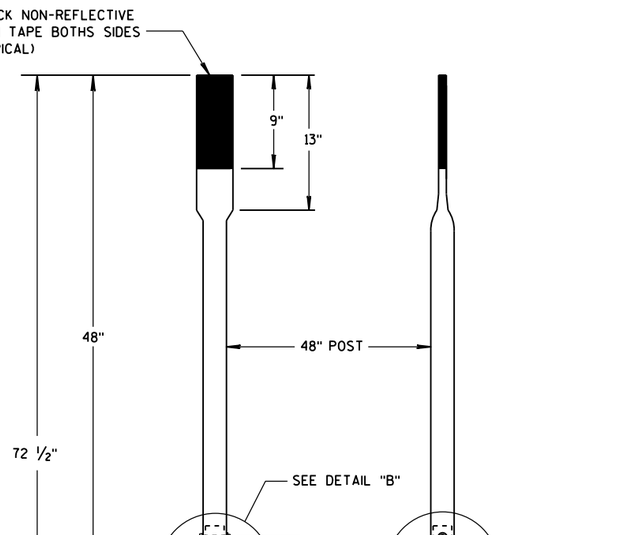
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

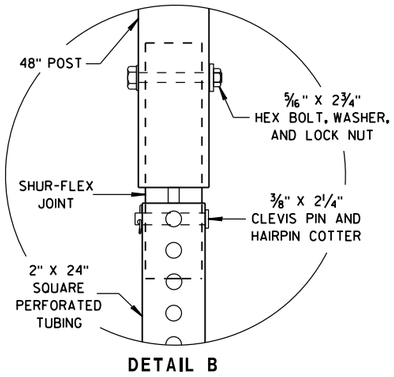
ALTERNATE 2



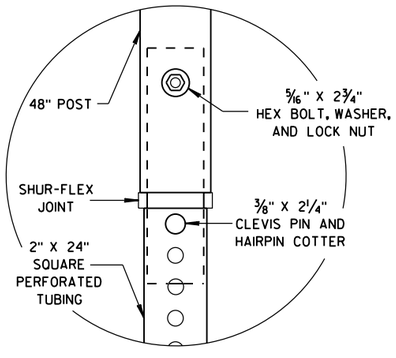
FRONT VIEW SIDE VIEW

ALTERNATE 3

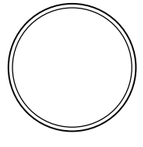
FLEXIBLE MARKER POSTS



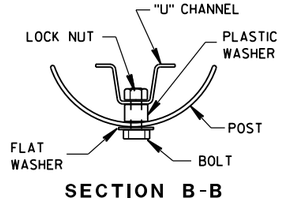
DETAIL B



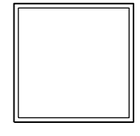
DETAIL C



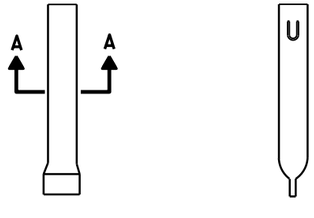
SECTION A-A



SECTION B-B

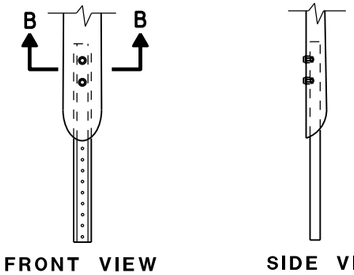


SECTION C-C



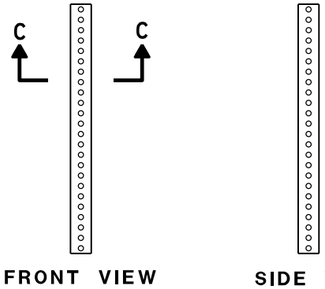
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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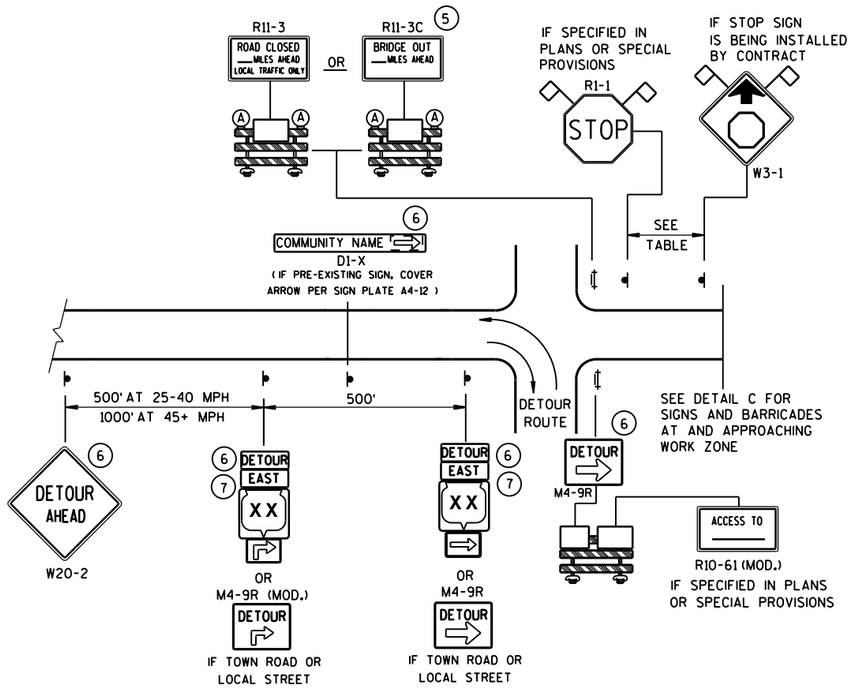
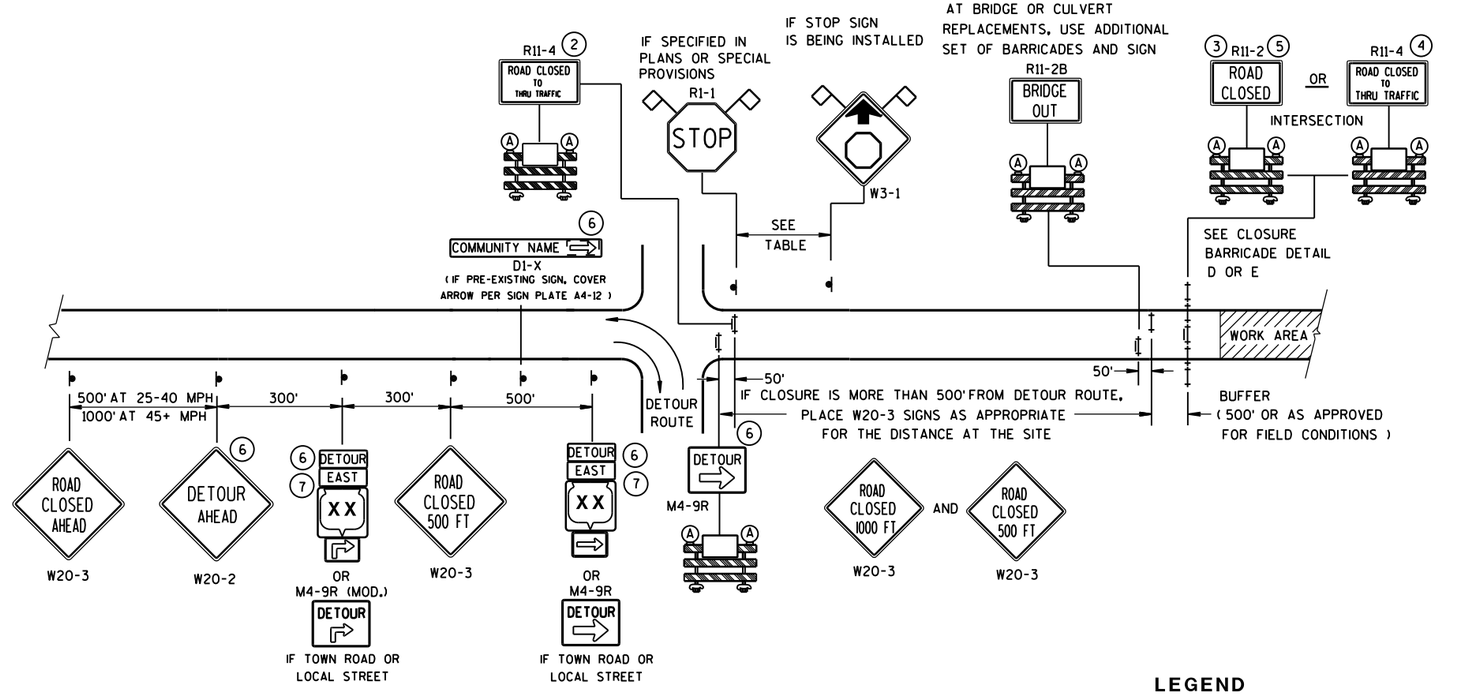
S.D.D. 15 A 3-2b



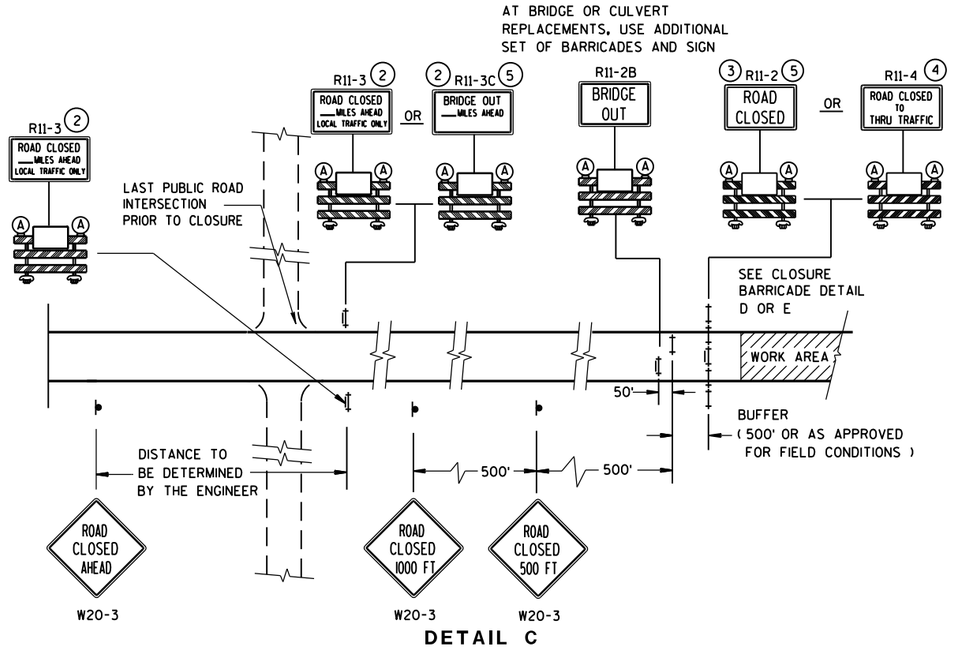
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

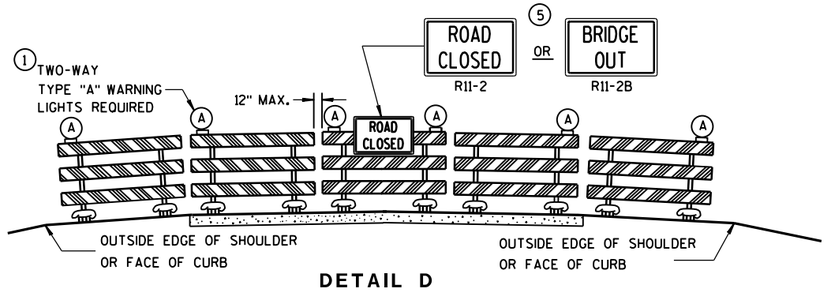
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — DESIGN

FHWA

6

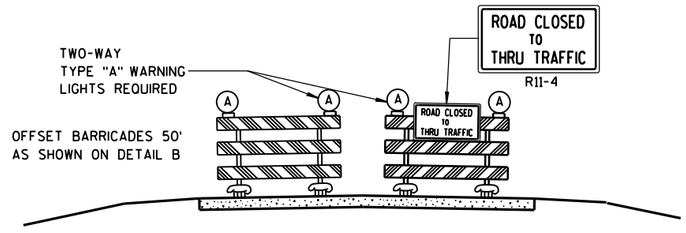
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

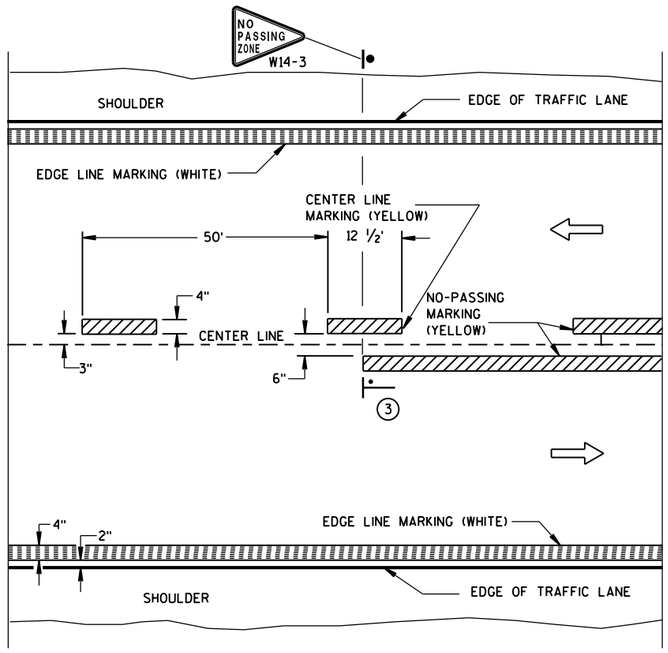
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

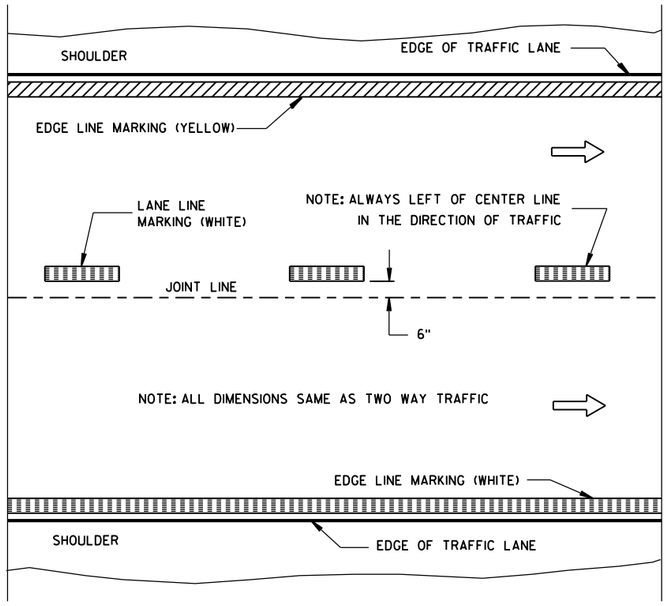
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 2-5b

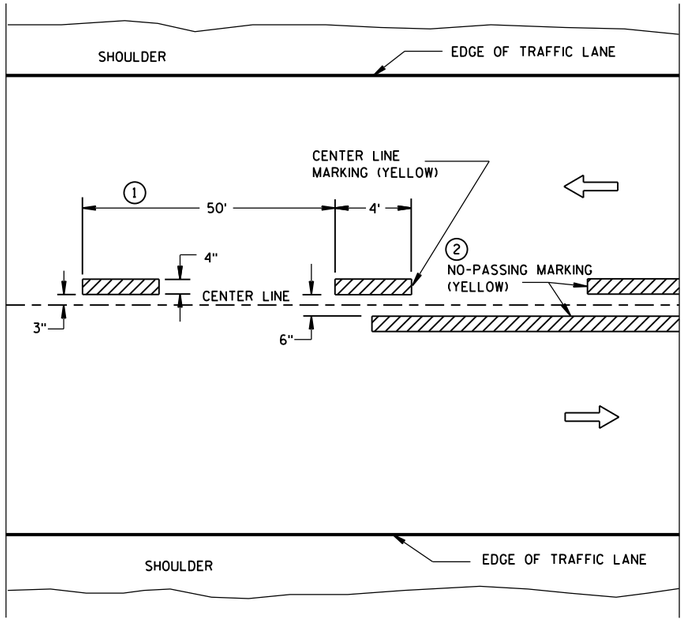


TWO WAY TRAFFIC

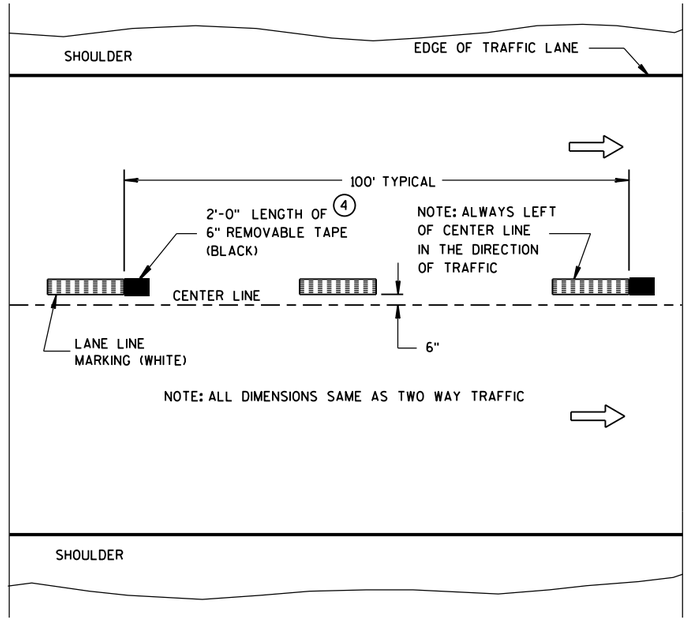


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

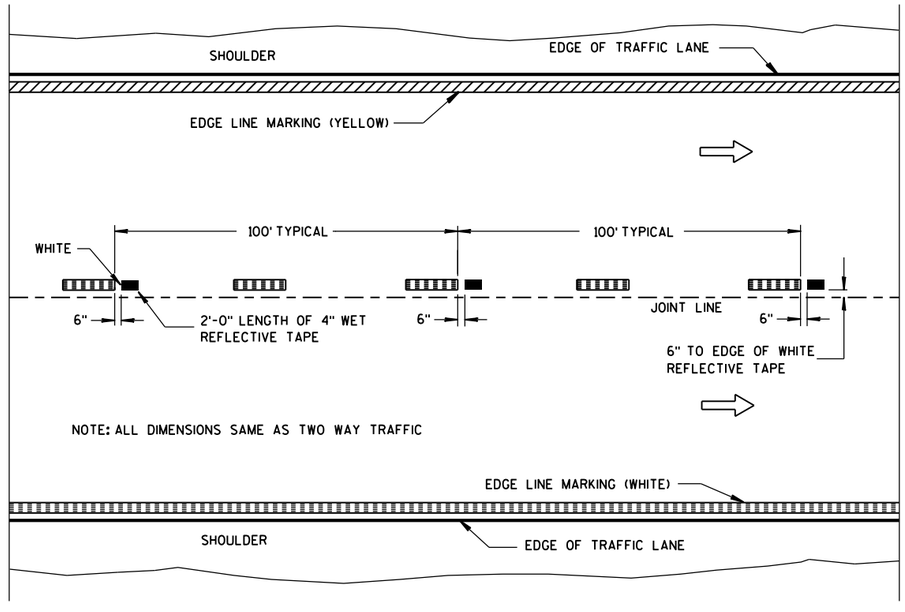
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 8-16a

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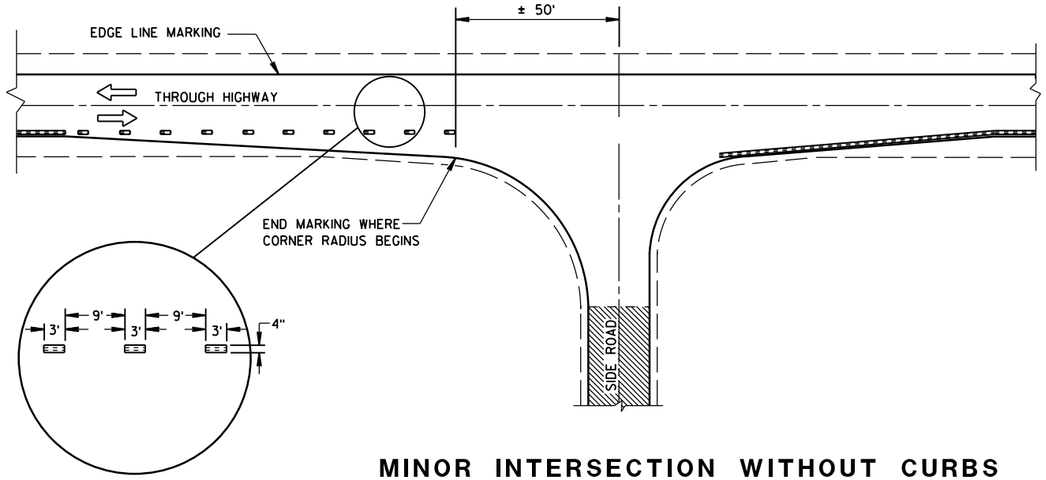
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

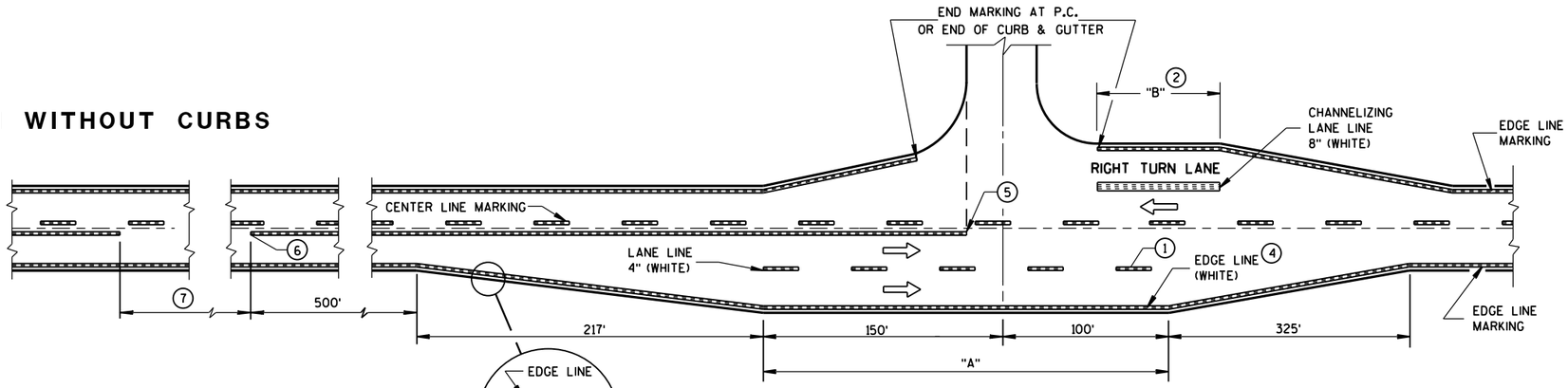
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

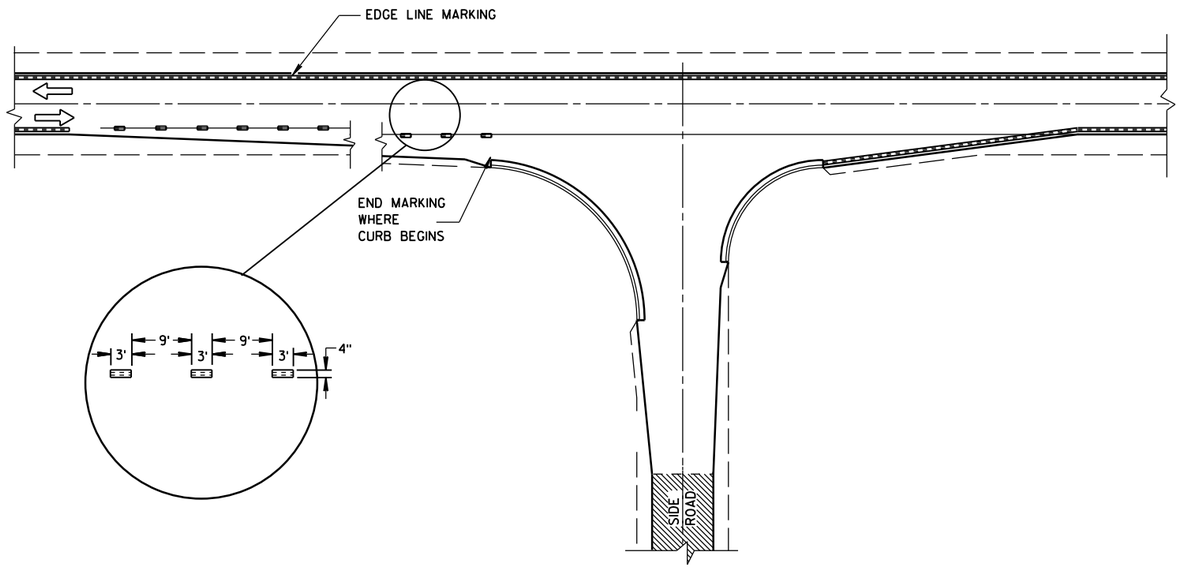
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



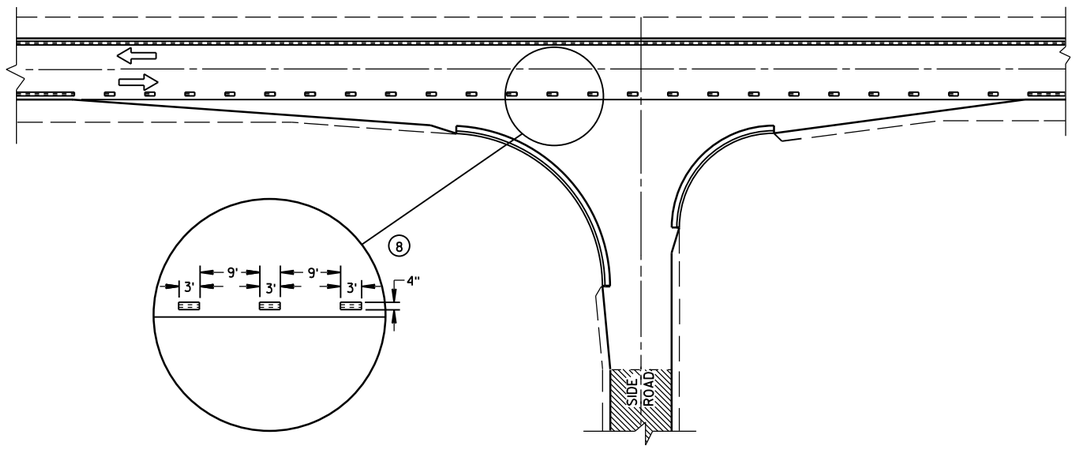
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

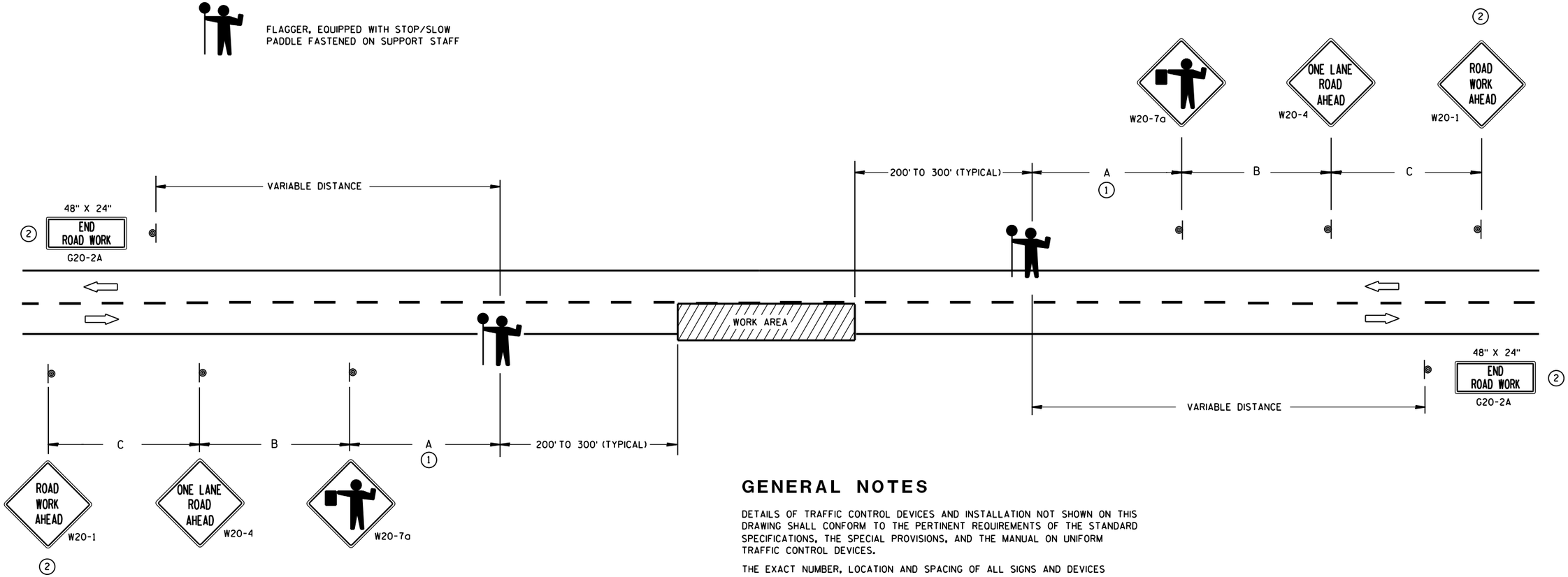
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

BE PREPARED TO STOP
W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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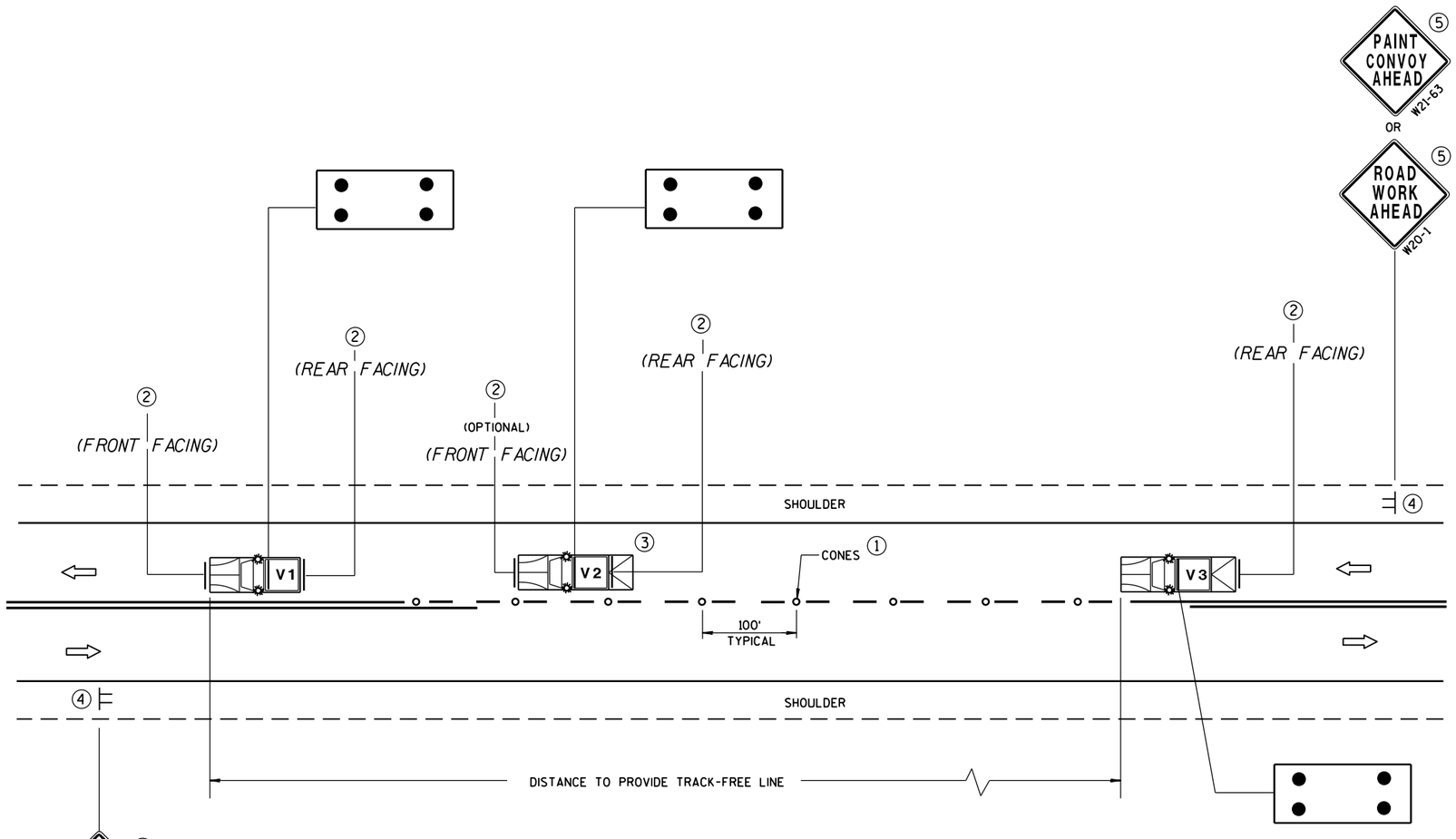
S.D.D. 15 C 12-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

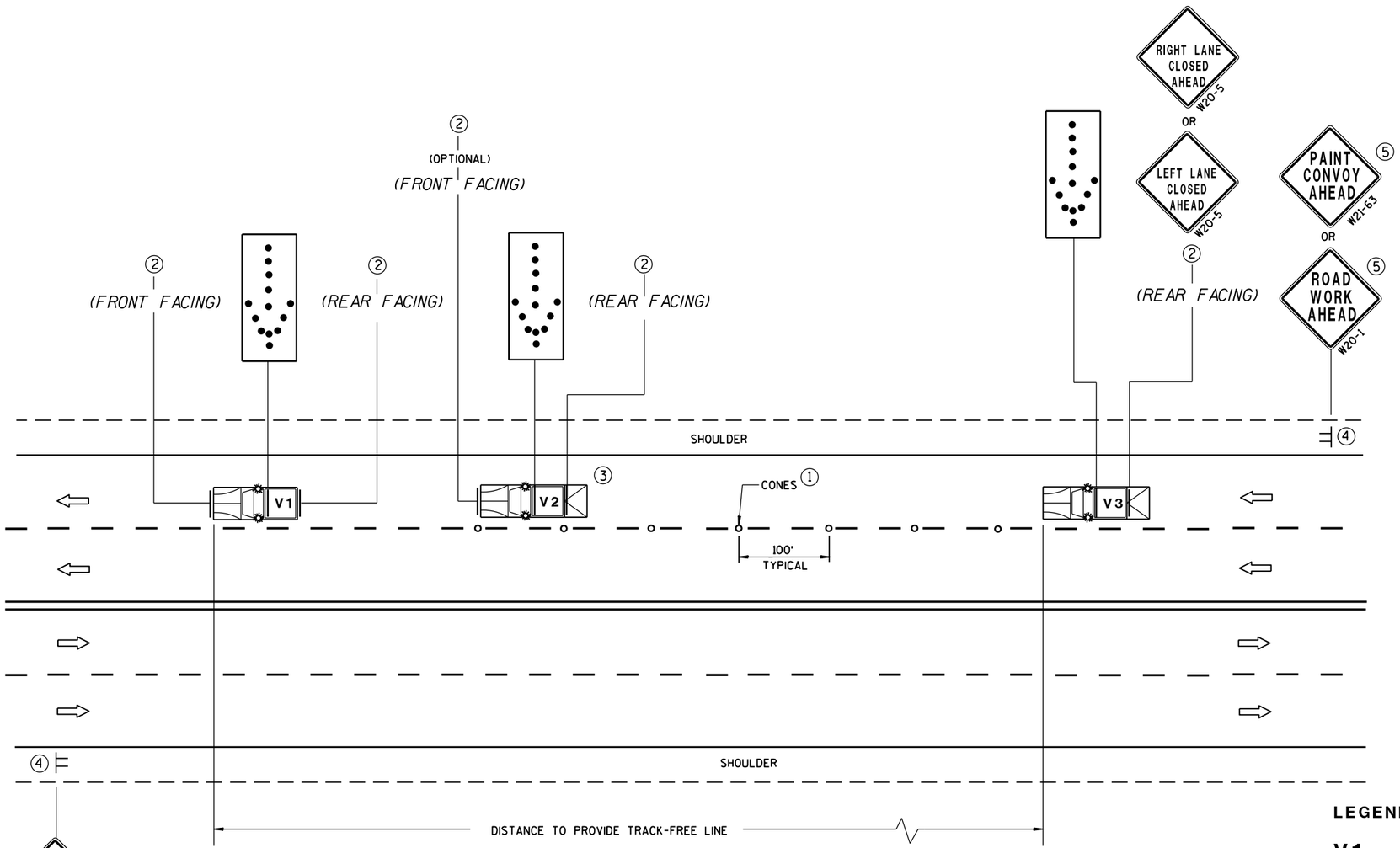
LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
5/3/2013 DATE	/S/ Travis Feltes STATE TRAFFIC E
FHWA	

6

S.D.D. 15 C 19-2a



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

PAINT CONVOY AHEAD W21-63
OR
ROAD WORK AHEAD W20-1

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Travis Feltes STATE TRAFFIC EN
FHWA

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S.D.D. 15 C 19-2b

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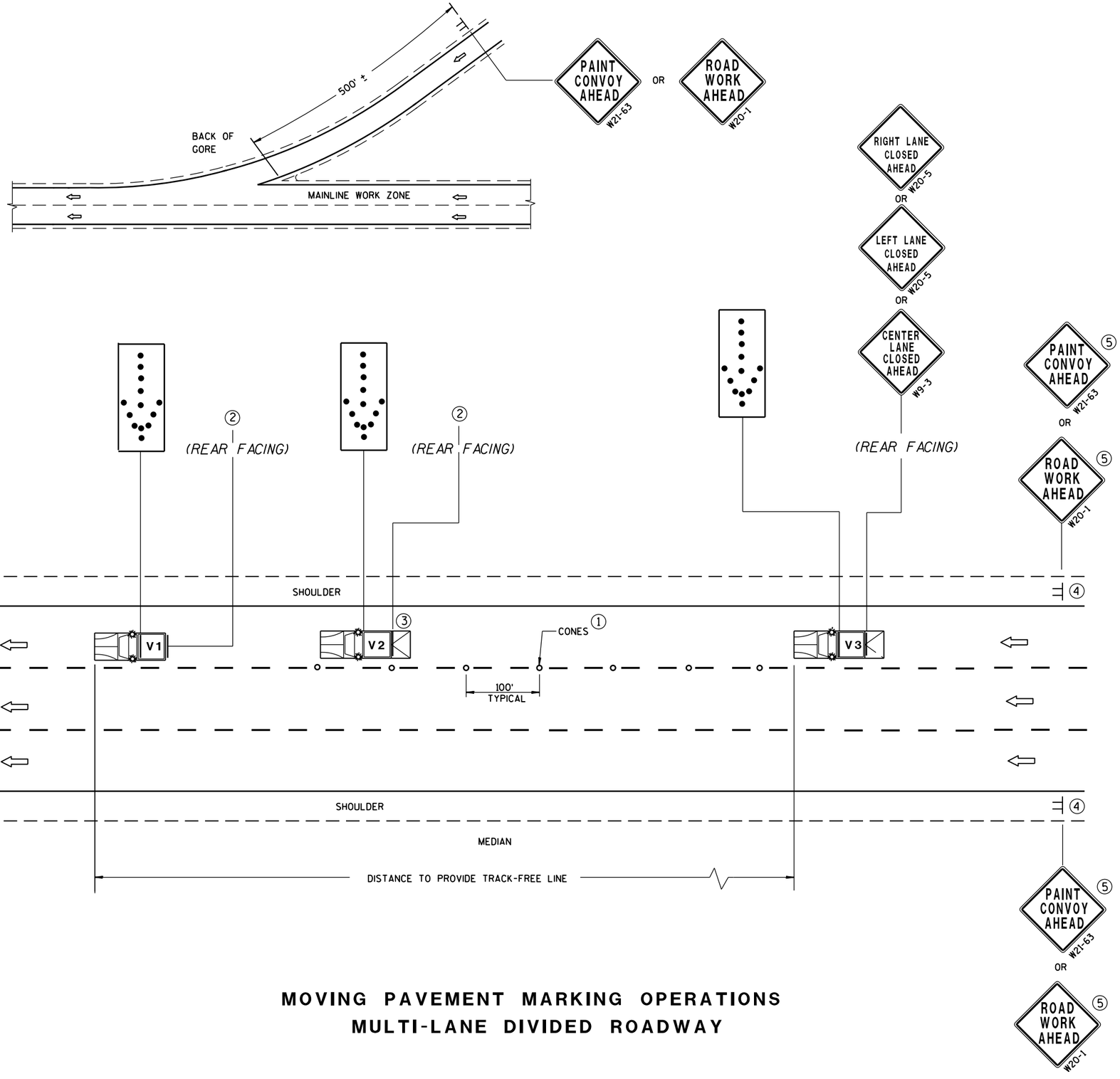
S.D.D. 15 C 19-2b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

6

S.D.D. 15 C 19-2c

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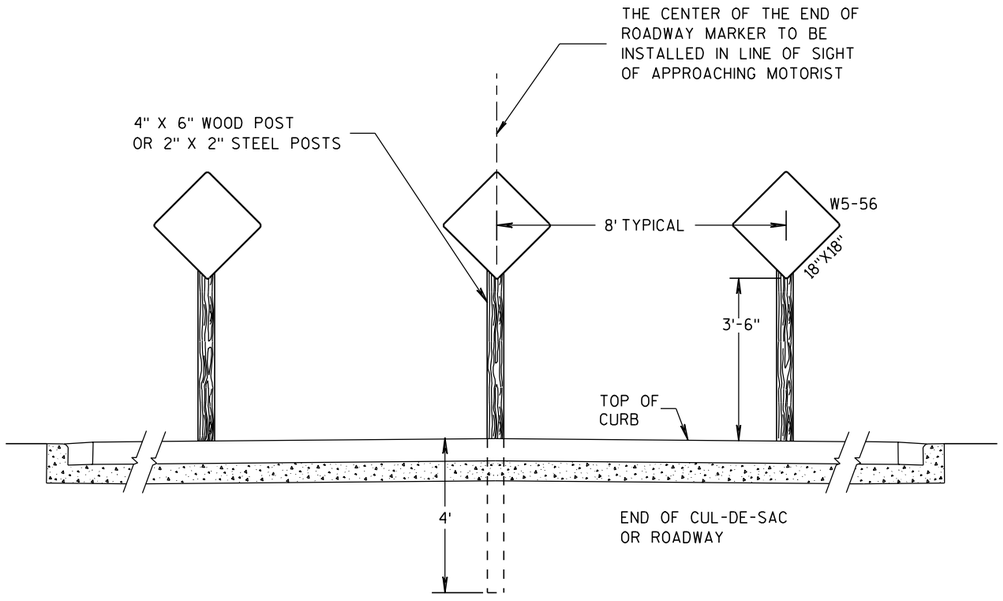
S.D.D. 15 C 19-2c

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

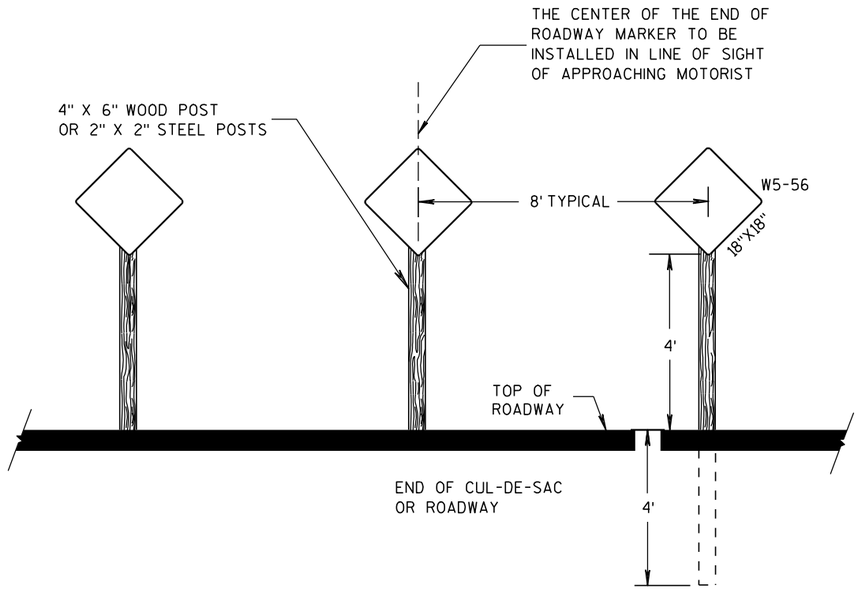
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/1/2011 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 26-2

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S.D.D. 15 C 26-2

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- POST WITH ATTACHED SIGN IN DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

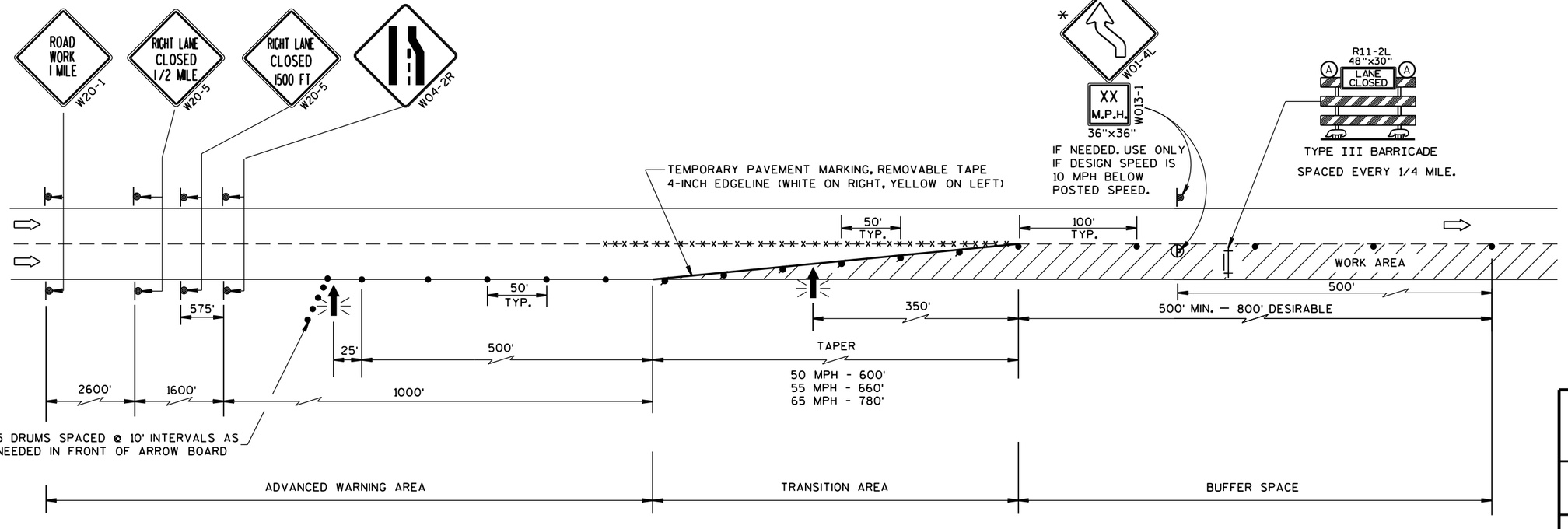
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

LOCATED 500 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

R2-1
48"×60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6
S.D.D. 15 D 12-3

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

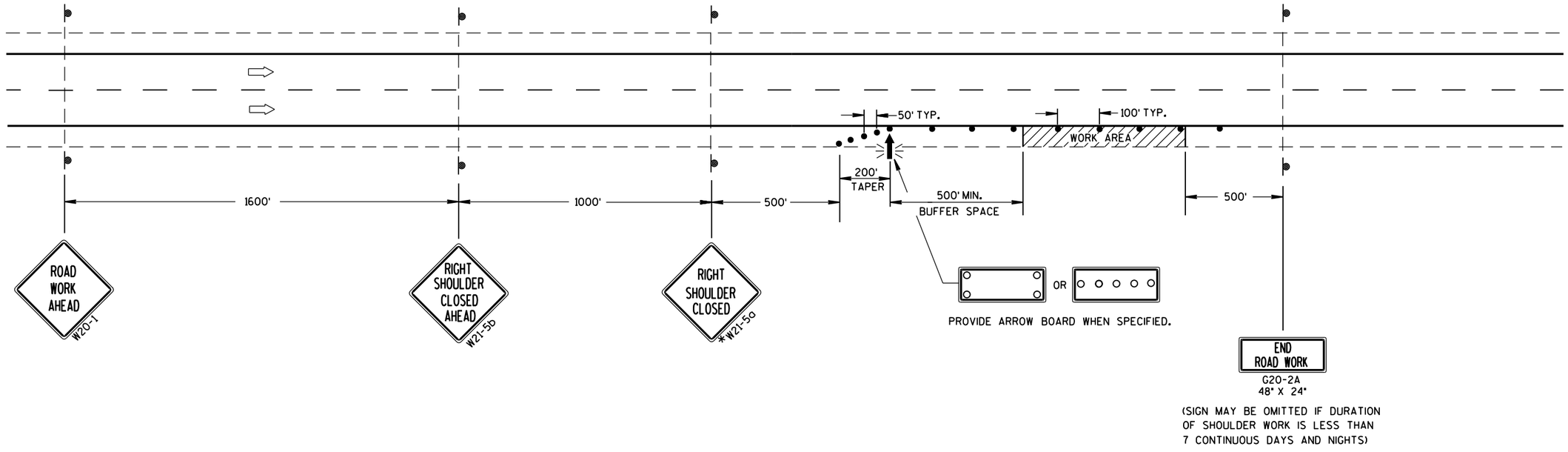
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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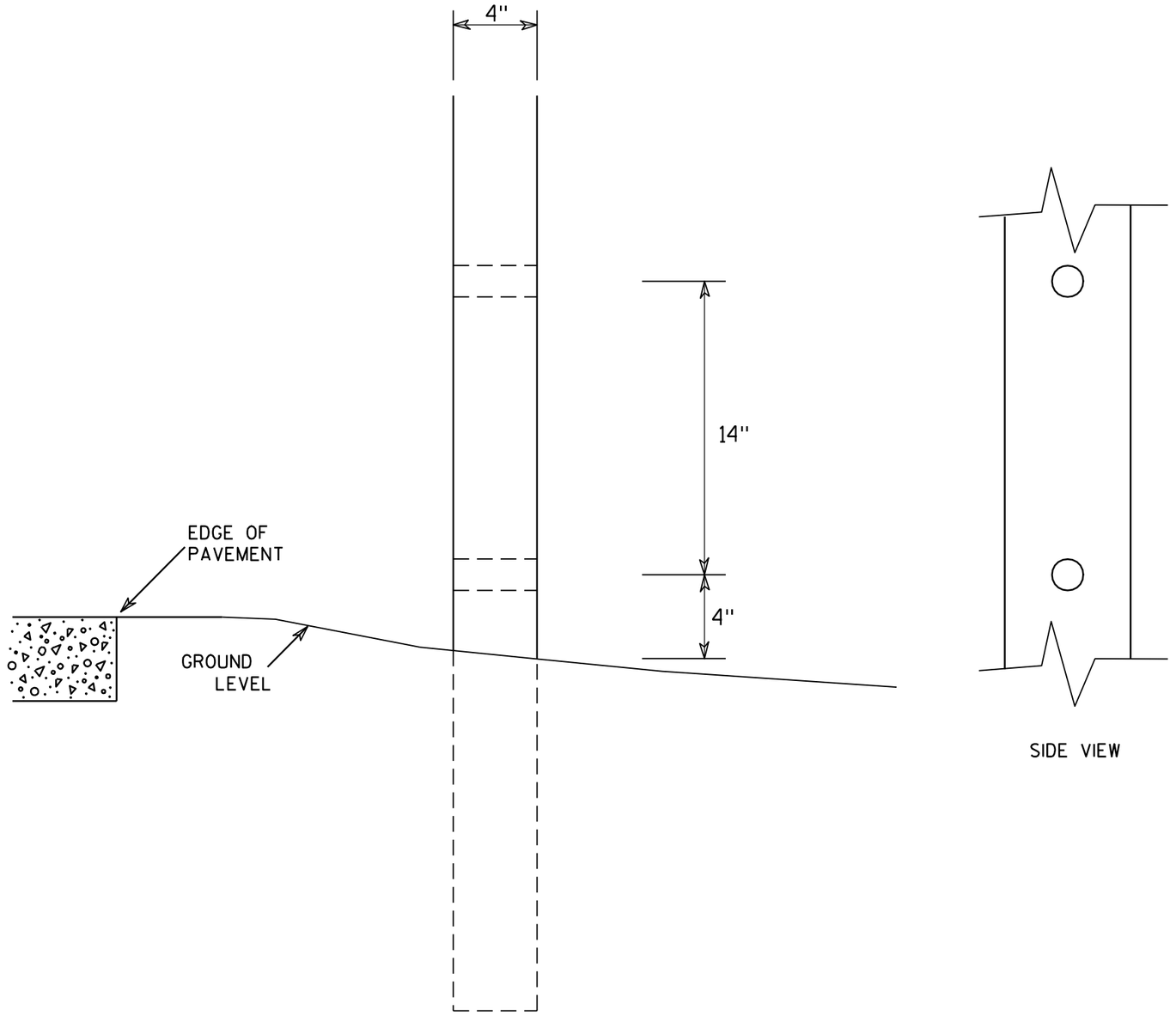
S.D.D. 15 D 27-2



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

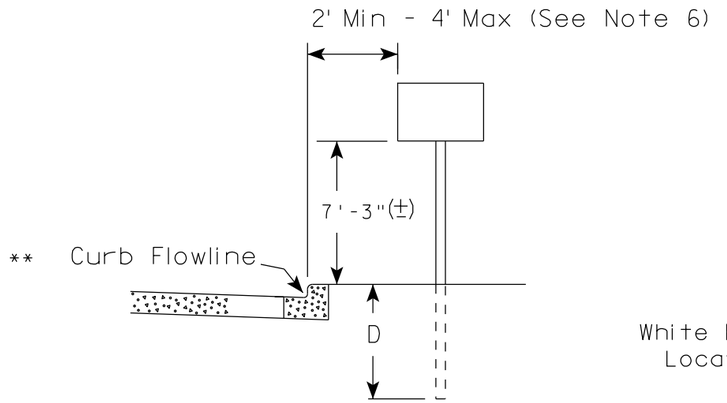
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

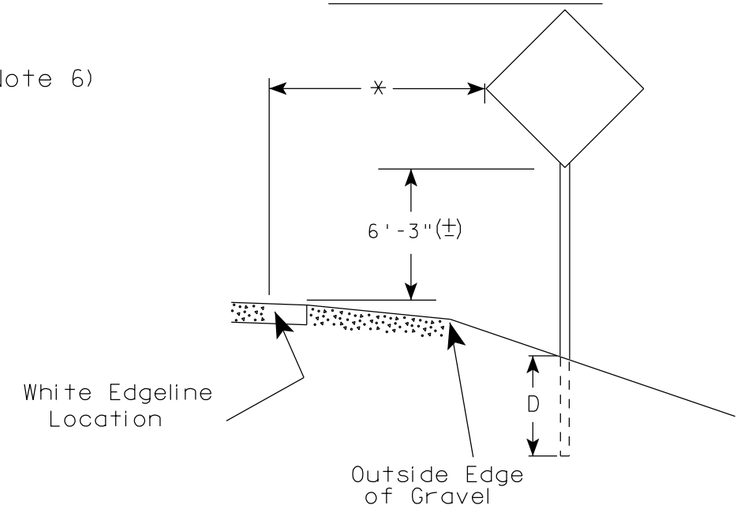
DATE 3/27/97 PLATE NO. A4-11.2

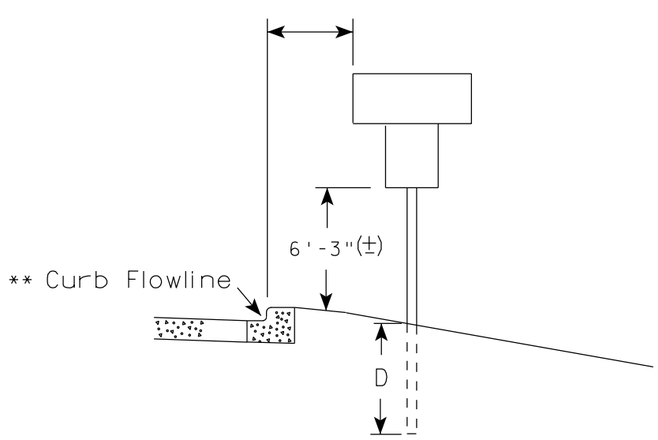
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 42	E

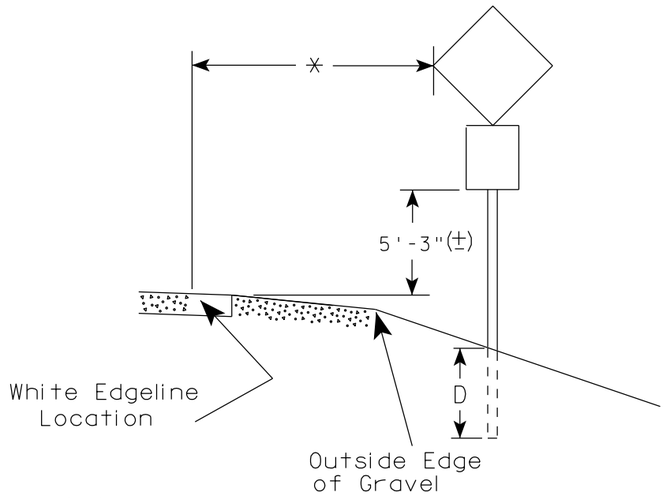
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18

43

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 30-SEP-2013 13:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000

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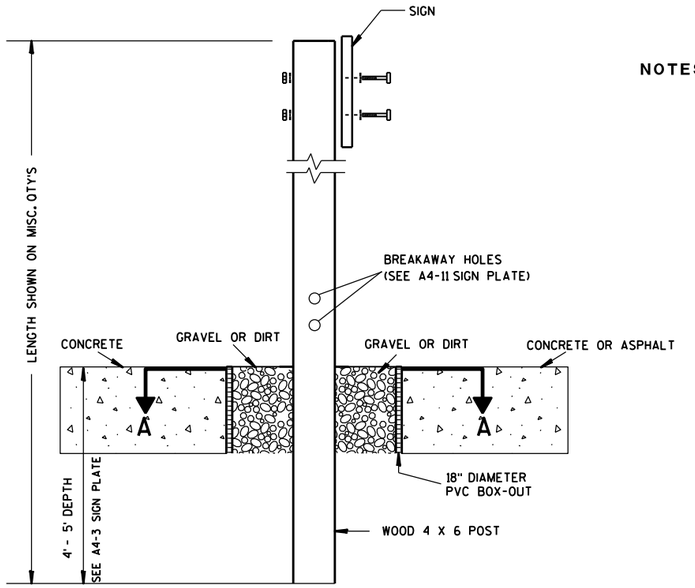
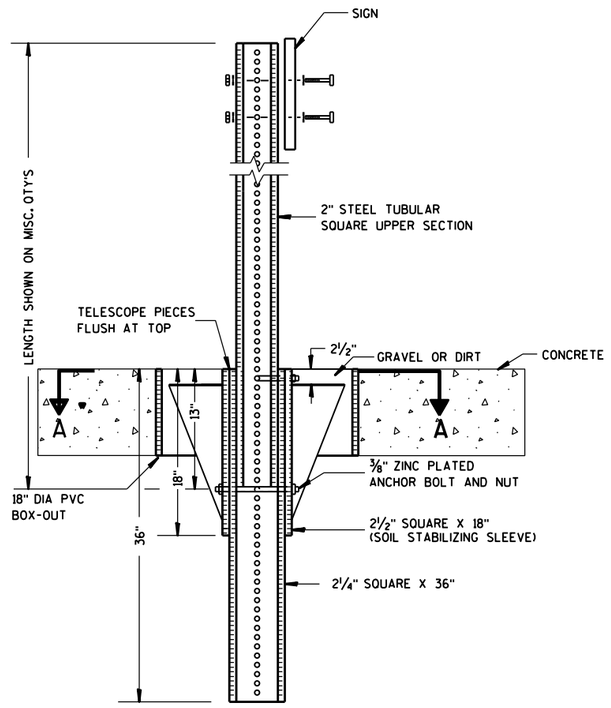


ELEVATION VIEW

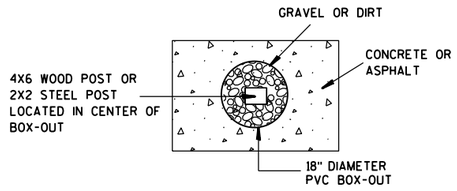
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

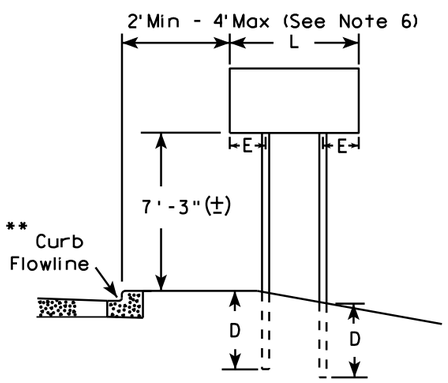
APPROVED Matthew R Rauch
for State Traffic Engineer

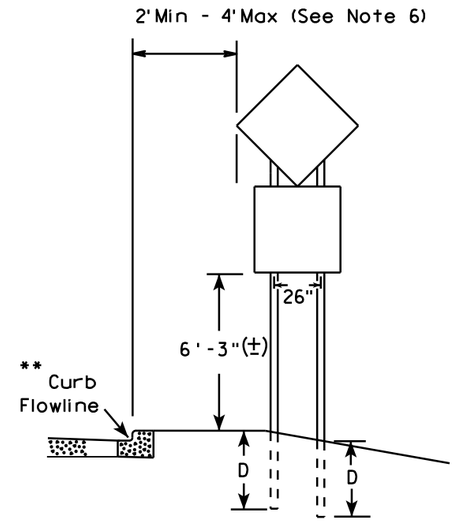
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

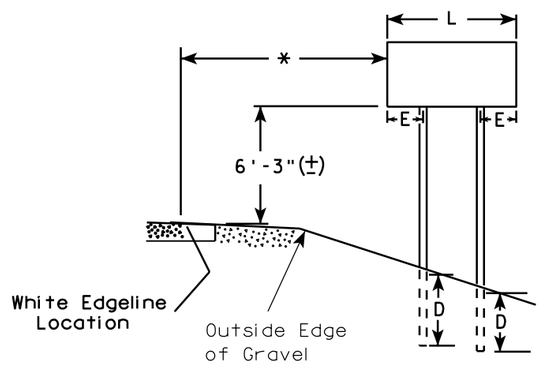
URBAN AREA

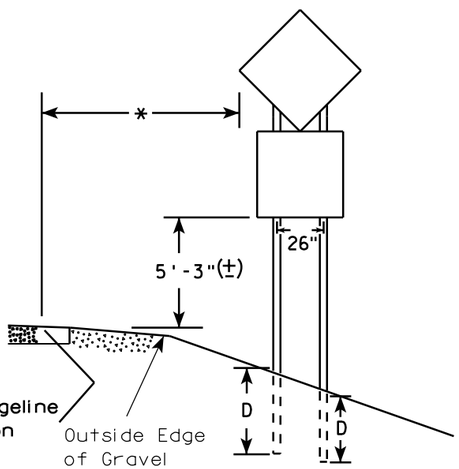




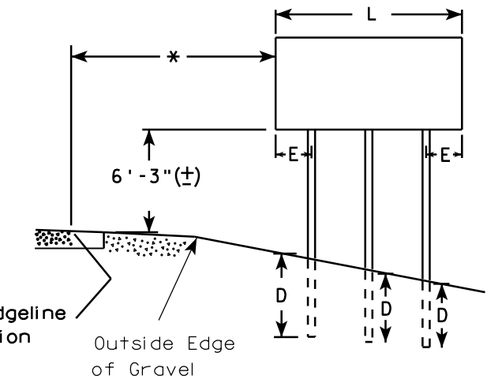
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or 20 S.F. or less in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
*** Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

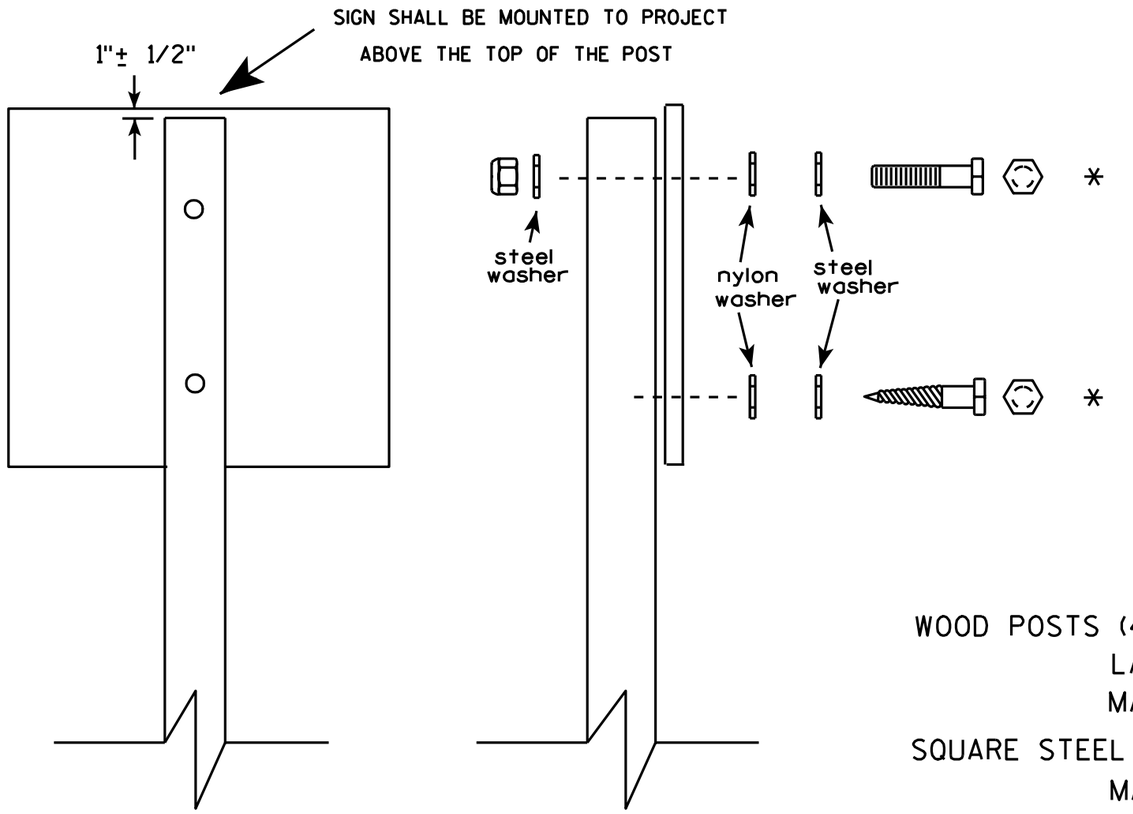
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-4 12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

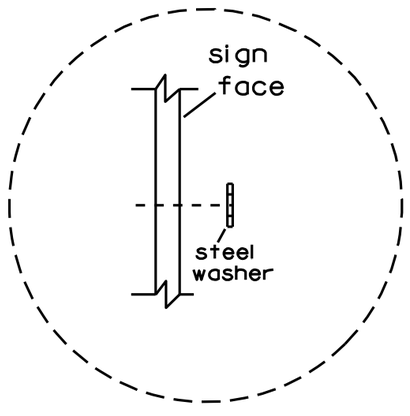
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

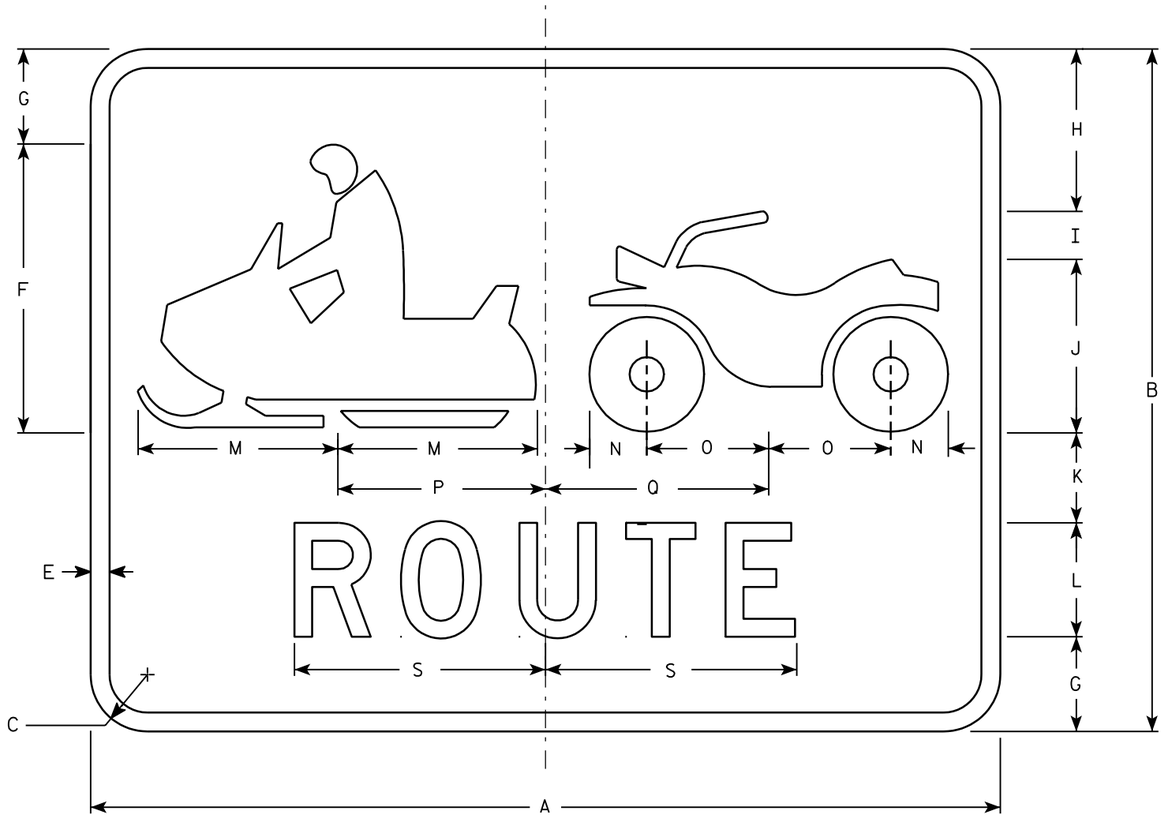
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 46 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	18	1 1/2		1/2	7 5/8	2 1/2	4 1/4	1 1/4	4 5/8	2 3/8	3	5 1/4	1 1/2	3 1/4	5 1/2	5 7/8		6 5/8								3.0	.28
3																												
4																												
5																												

STANDARD SIGN

D11-8

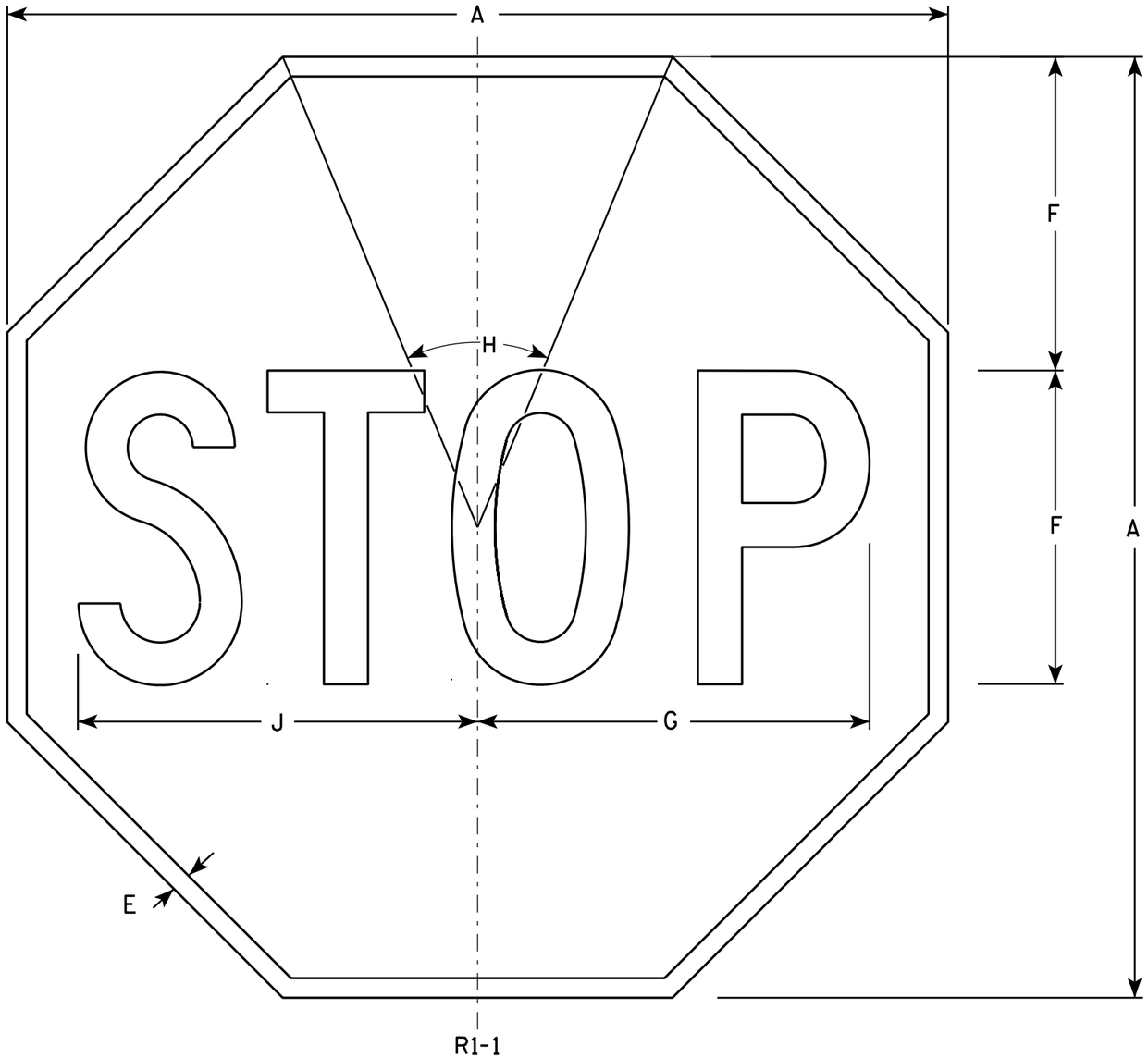
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 1/16/02 PLATE NO. D11-8.2

PROJECT NO:

SHEET NO: 47 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

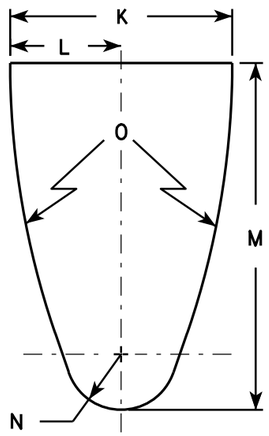
STANDARD SIGN
R1-1

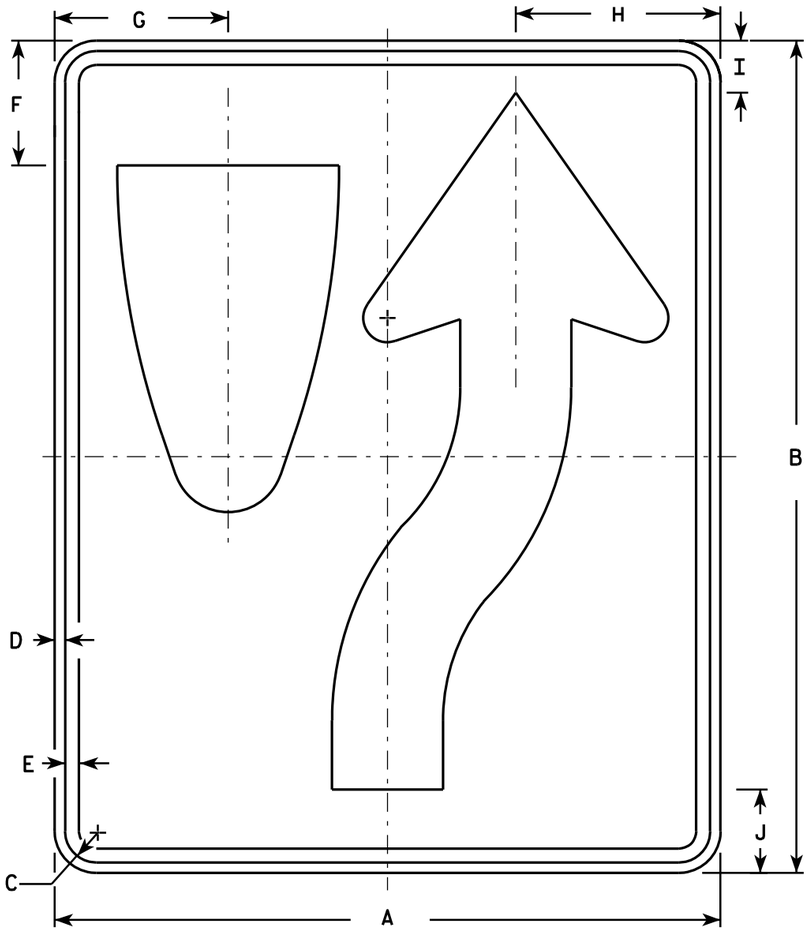
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 48	E

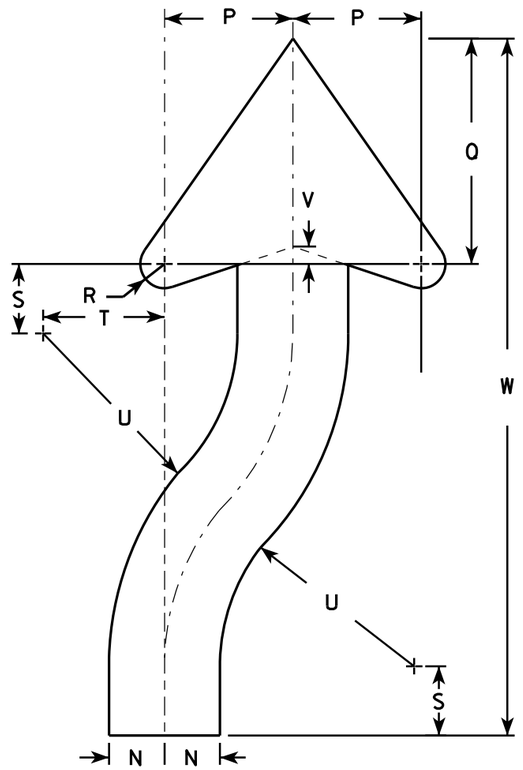




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

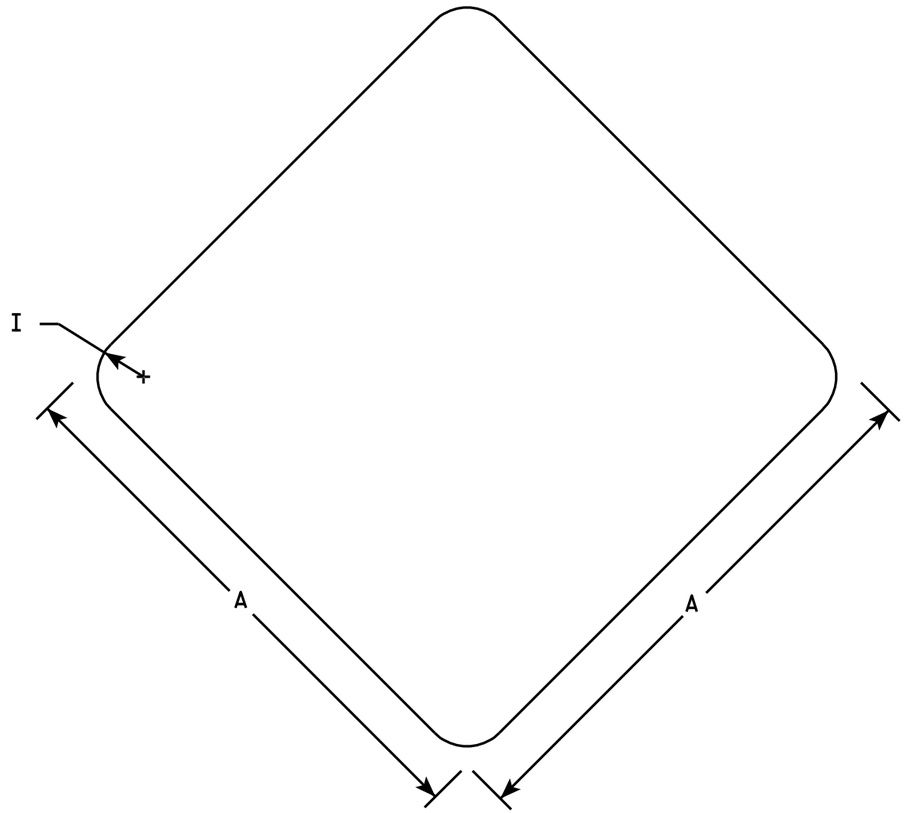
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 49	E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 50	E

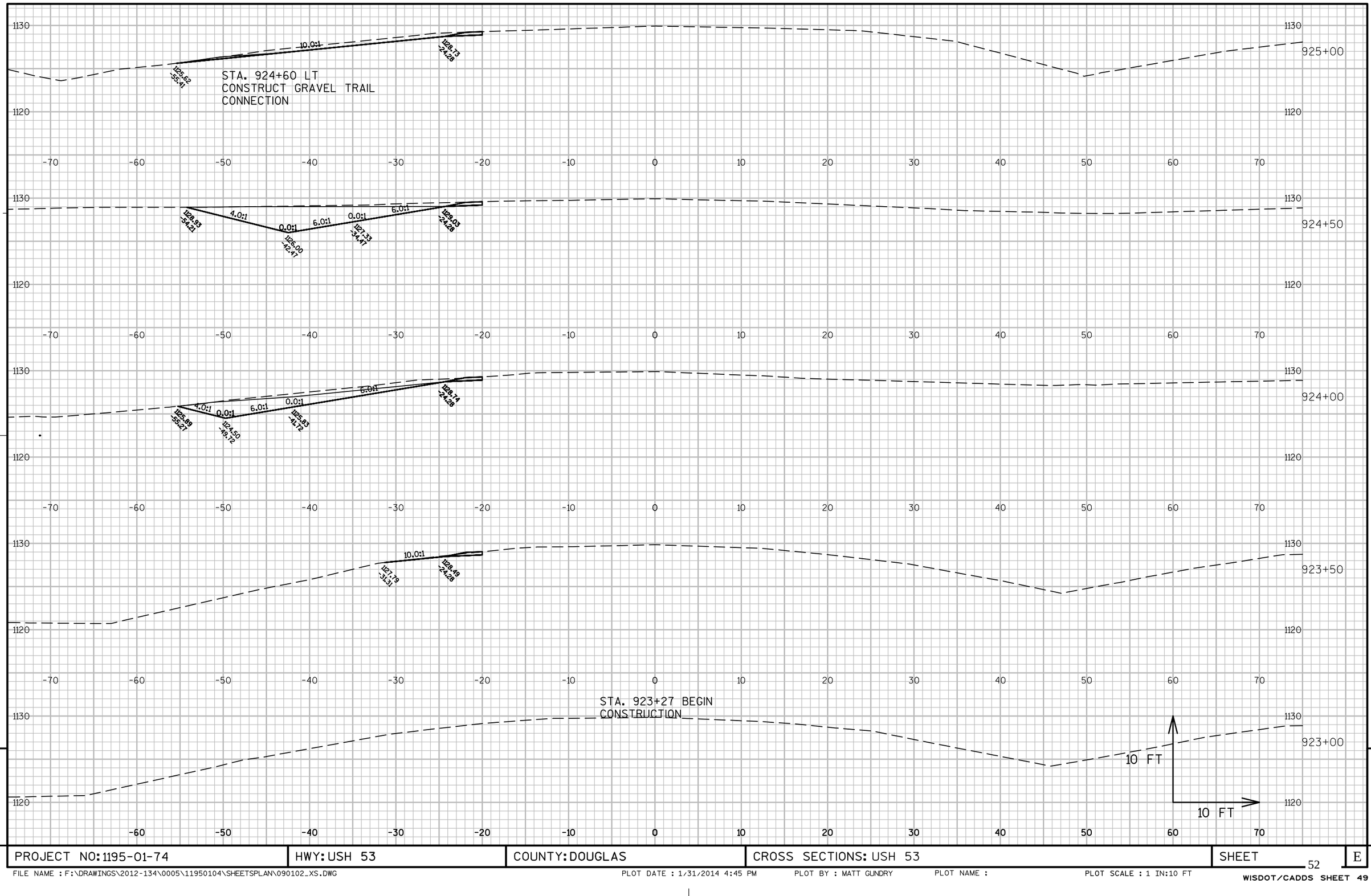
STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate
						Note 1	Note 2	Note 3		Note 1		Note 5	Note 7	Note 8
923+00.00	92300		0	0	0	0	0	0	0	0	0	0	0	0
923+50.00	92350	50	1	0	0	1	0	0	0	1	0	0	0	1
924+00.00	92400	50	10	2	0	11	2	0	0	12	0	0	0	10
924+50.00	92450	50	6	13	0	15	14	0	0	27	0	0	0	11
925+00.00	92500	50	11	2	0	16	13	0	0	43	0	0	0	14
925+50.00	92550	50	5	1	0	15	3	0	0	59	0	0	0	27
926+00.00	92600	50	5	1	0	9	2	0	0	68	0	0	0	34
926+50.00	92650	50	8	1	0	12	1	0	0	80	0	0	0	45
927+00.00	92700	50	8	0	0	15	1	0	0	95	0	0	0	59
927+50.00	92750	50	2	0	0	9	0	0	0	104	0	0	0	68
928+00.00	92800	50	2	0	0	4	0	0	0	109	0	0	0	72
						109	36	0	0					

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate
						Note 1	Note 2	Note 3		Note 1		Note 5	Note 7	Note 8
26+50	2650		3.8	9.0	40.5	0	0	0	0	0	0	0	0	0
26+75	2675	25	2.6	9.0	110.2	3	8	70	0	3	87	0	0	-93
27+00	2700	25	15.3	9.1	210.5	8	8	148	0	11	273	0	0	-278
27+25	2725	25	23.3	9.2	298.1	18	8	235	0	29	567	0	0	-563
27+39	2739	14	47.0	0.0	323.2	18	2	163	0	48	771	0	0	-751
						48	28	617	0					

Notes:

1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Cut or Borrow: ^{2}(Cut + Marsh Exc + EBS) - ((Fill - Reduced Marsh in Fill) - (Reduced EBS in Fill) - Expanded Rock) * Fill Factor)^3
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: ^{2}(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))^3
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: ^{2}(Cut) - ((Fill - Expanded Rock) * Fill Factor))^3
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: ^{2}(Cut) - ((Fill - Expanded Rock) * Fill Factor))^3

Notes for macro:
This option assumes that the pavement removal is shown in the cross sections.
Make a check box to show which option was used
Spreadsheet option 1 or 2
If the pavement removal is in a fill area then it needs to add the area of pavement removed to the fill area
Mass haul does or does not include Marsh and EBS in the fills
Common will be quantified when we do the summaries



PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53	SHEET	E

926+50

1140
1130
1120
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
1140

10.0:1
1127.36
-41.88
1129.11
-24.28

926+00

1130
1120
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
1140

10.0:1
1127.63
-38.63
1129.07
-24.28

925+50

1130
1120
-60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

10.0:1
1127.64
-38.35
1129.05
-24.28

10 FT
10 FT

9 9

PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53	SHEET 53	E

FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\090102_XS.DWG PLOT DATE : 1/31/2014 4:45 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:10 FT

928+00

STA 927+68
END CONSTRUCTION

927+50

10.0:1
1129.66
-34.27
1129.66
-24.28

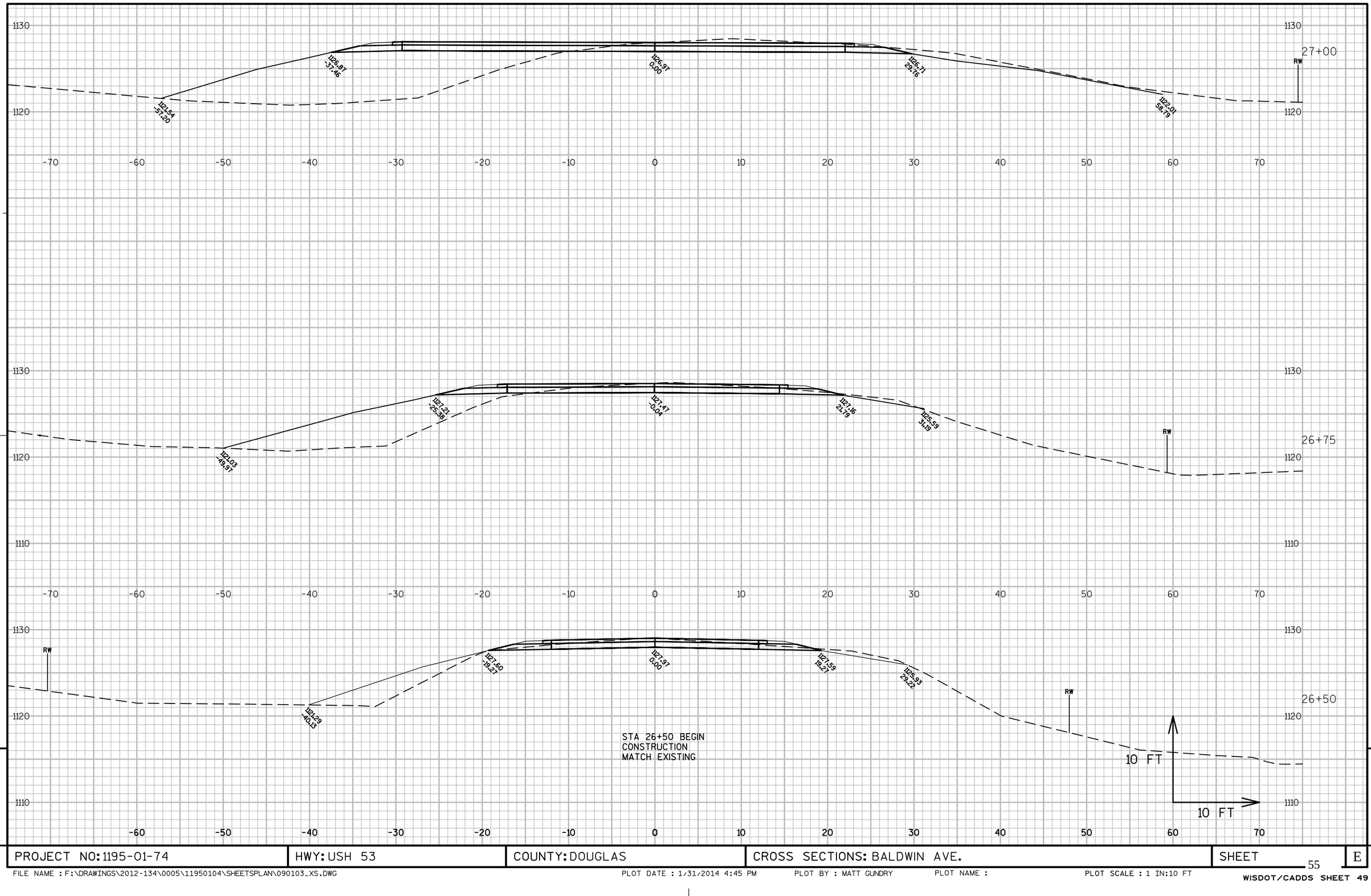
927+00

10.0:1
1129.55
-33.64
1129.48
-24.28

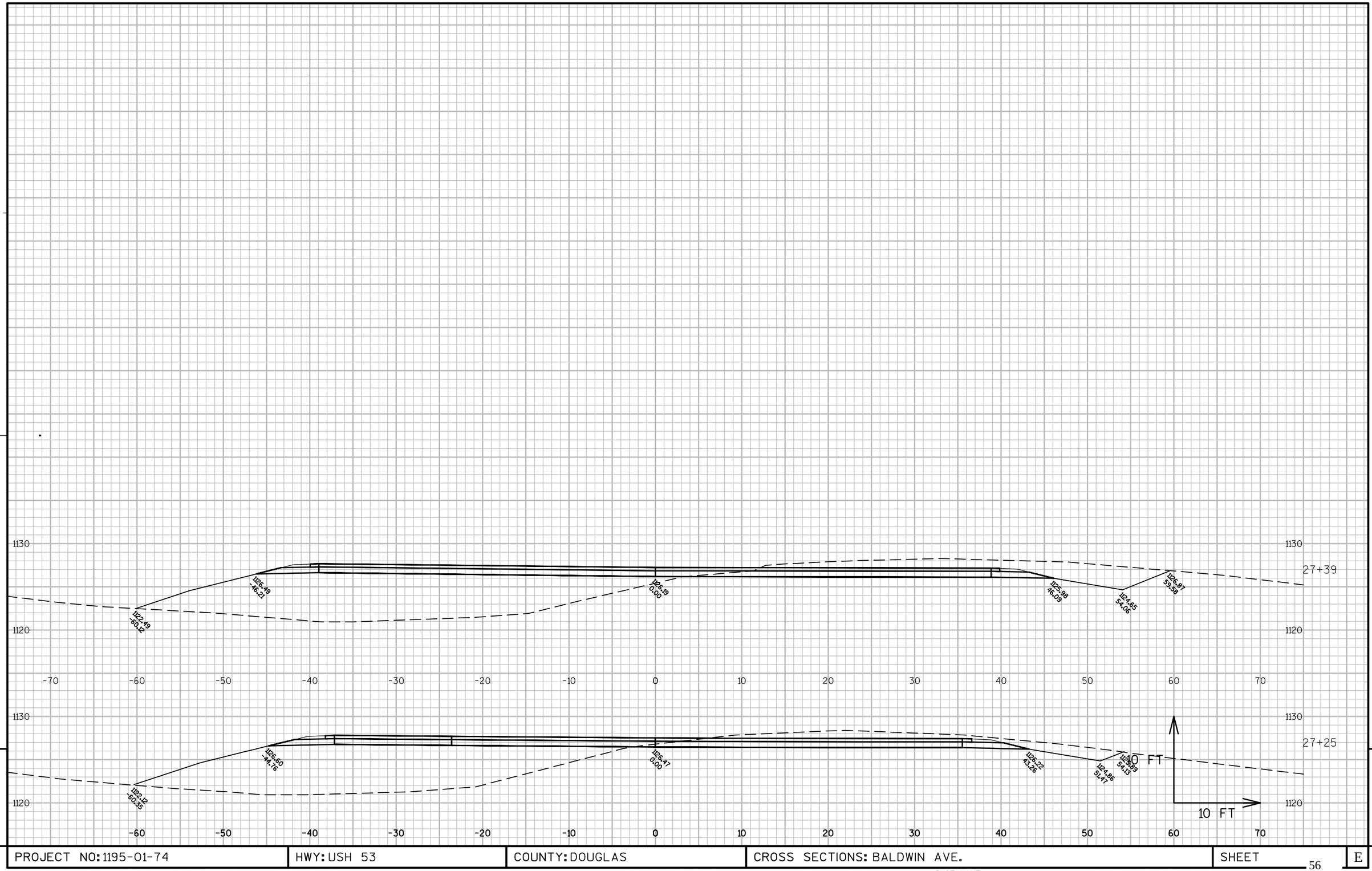
10 FT
10 FT

PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53	SHEET 54	E

FILE NAME : F:\DRAWINGS\2012-134\0005\11950104\SHEETSPLAN\090102_XS.DWG PLOT DATE : 1/31/2014 4:45 PM PLOT BY : MATT GUNDRY PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: BALDWIN AVE.	SHEET 55	E



PROJECT NO: 1195-01-74	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: BALDWIN AVE.	SHEET	E

Notes

Wisconsin Department of Transportation

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